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October 1976
Vol. 100, No. 6

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STEAM LOCOMOTIVES

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STEVE MAGUIRE
TRANSIT TOPICS

SY REICH
TECHNICAL EDITOR

HARRY C. EGNER
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BILL BALGLEY
ADVERTISING MANAGER

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PRODUCTION MANAGER

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CIRCULATION MANAGER

JOANNE KAPLAN
ART ASSISTANT

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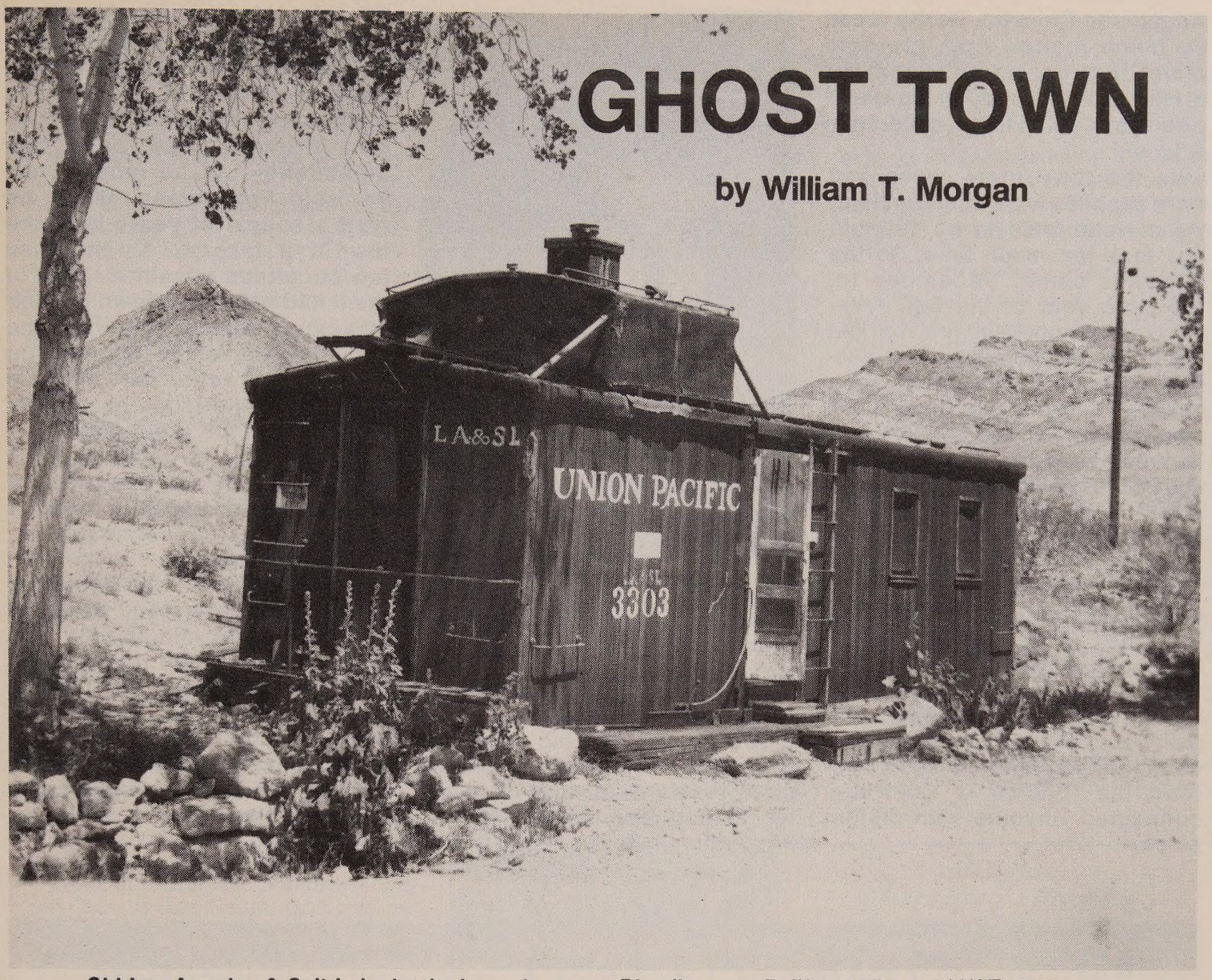
Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701

Will she board SP commuter train 130 at Hillsdale, Calif., or is she waiting for a boy friend?

Even in May, Nevada's Amargosa Desert can be very hot. Linda Whitehead of Los Angeles, visiting ghost town of Rhyolite last spring, seeks shade while looking at old Las Vegas & Tonopah depot.

GHOST TOWN

by William T. Morgan



Old Los Angeles & Salt Lake hack sleeps in sun at Rhyolite near Bullfrog Hills and LV&T station.

Both Ghost Town photographs by William T. Morgan, P.O. Box 6469, Oxnard, Calif. 93031

DRIVING northeast along state road 59 in Nevada's Amargosa Desert about five miles southeast of Beatty, you see a weathered sign pointing left toward Rhyolite. By turning onto the dusty and bumpy road you come to a few old buildings and ruins at the base of Bullfrog Hills. Nothing else remains of a once booming town. Just ahead, where Golden Street and Broadway intersected, is the crumbling Cook Bank Building. A few hundred yards further north take you to the former Las Vegas & Tonopah Railroad station.

This ancient edifice is built of cut stone hauled in from Las Vegas and trimmed in green. Surrounding it are a few green trees, almost the only trees still flourishing in the ghost city. The rails were taken up long ago, but the sturdy depot is still in good shape and is used as a combined museum, souvenir store, and coffee shop. In front of it, near the semaphore signal, an old baggage cart is loaded with badly battered trunks which seem to be waiting for a train that will never come.

Near the station sits an aged wooden caboose numbered 3303, lettered Union Pacific, sublettered LA&SL. These initials do not fit any of the three railroads that once linked Rhyolite with the outside world. When and why was this community founded? The answer is gold.

On August 4, 1904, two prospectors in that part of the country, Frank ("Shorty") Harris and Ernest L. Cross, were excited to find rocks streaked with the glittering yellow metal. They must have howled with glee. The news got around and other prospectors began flocking to the area. By May, 1905, huts and tents had been erected for about 1500 inhabitants, practically all of them males; and by May, 1907, this figure was doubled.

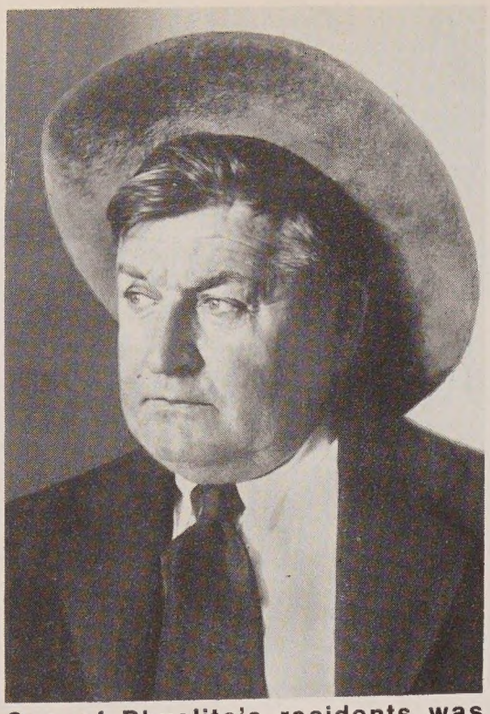
At the peak of its fame, the town's population was estimated at nearly 10,000, which was probably an exaggeration. This included a sprinkling of women—wives, dance-hall girls, and plain and fancy harlots—to serve the sexual needs of the gold-hungry miners and prospectors as well as the storekeepers and others who catered to them.

Probably the most colorful citizen of Rhyolite was Walter Scott, known to rail lore as "Death Valley Scotty," who once chartered an entire Santa Fe train to take him at record-breaking speed from Los

Angeles to Chicago. Scotty made so much money from his gold claim that he would stand the drinks for everybody in sight and often gave coins to the children of Rhyolite.

As the town grew, more and more supplies were needed. Hauling merchandise in by 18-mule rigs took too much time. So the railroads came. December 14, 1906, the year of the San Francisco earthquake and fire, marked the arrival of Rhyolite's first passenger train—two coaches and a Pullman carrying more than 100 passengers—on the Las Vegas & Tonopah Railroad. The cars were filled with a gullible public ready to invest in almost any hole in the ground. Soon afterward the first freight train puffed in with 100 carloads of goods for local merchants plus lumber and supplies for the large Montgomery-Shoshone Mine.

The following June another railroad, the Bullfrog Goldfield, sent its first train into the growing community. Finally a third railroad, the Tonopah & Tidewater, connected Rhyolite with distant places.



One of Rhyolite's residents was "Death Valley Scotty," famed for chartered special fast AT&SF train, Los Angeles to Chicago in '05.

But the gold craze didn't last long. As Rhyolite was a big boom, it soon became a big bust. The dwindling yellow metal caused many residents to move on to better hunting grounds. By 1910 the population had dropped to 675. In 1911 the Montgomery-Shoshone Mine closed. This rang down the curtain on Rhyolite. The 1920 population was 14. In 1922 the town, once called the city of golden dreams, had only one inhabitant—J.D. Lorraine, a 92-year-old Frenchman. When he died a couple of years later the town was deserted. By that time few structures remained. Most of them had been torn down by their owners as salvage material. The same was true of the railroads; up came the tracks. But several buildings stand today as ghostly reminders of the great boom.

Fortunately, the LV&T depot is still extant, having been rescued and preserved in 1936 by a railfan named N.C. Westmoreland. Sixty-eight years ago it was considered the finest railroad station in Nevada. If you stand beside it and listen with imagination you can almost hear the faint whistle of an oncoming 4-6-0. The town of Rhyolite is still not completely dead. Over the years a few hardy people have come and gone as citizens. The current population is nine. Golden dreams don't die easily. •

On the Tonopah & Tidewater, which once served Rhyolite: the roadmaster's motor car and a former trolley car of forgotten vintage, photographed long ago at Goldfield, at the end of the line.

Photograph by Charles M. Clegg

THE MAIL CAR where editors and readers meet

OUR COVER shows part of a Delaware & Hudson 111-car freight train southbound, passing beneath the Erie Lackawanna's Starrucca Viaduct at Lanesboro, Pa., on Oct. 7, 1975, while three helper units wait to assist the RW-6 up to and over Arrarat's summit. The picture was made by *Interesting Railfan* J. Howard Audibert, 6632 28th Street South, St. Petersburg, Fla. 33712.

And on page 65 you will find a color-shot taken by our current *Interesting Railfan*, Ronald N. Johnson, 662 Highland Ave., South Portland, Maine 04106. It shows the spectacular Montreal River Dam and a 21-car Algoma Central train wheeled by GP-7's. The trestle is 130 feet high, 1550 feet long. Ron shot the picture on Oct. 10, 1975, with a Yashika Mat-124G at 1/500 of a second at F5.6 on Ektachrome film, from the roof of a log cabin atop a hill.

"To get this photo," he says, "I drove 100 miles north from Sault Ste. Marie, Ont., along Lake Superior's shore. Then I bumped 30 miles inland over rough back-country dirt road to the dam site. A giant maple tree blocked the view. I cut it down, with the owner's permission, and then took the picture."

We admire dramatic photos like this one; but we love Nature also, and regret that Ron found it necessary to destroy a big healthy tree. Algoma Central runs such passenger trains every day of the year, he tells us. Fall is the best time to view the superb foliage. For $12 you can ride from Sault Ste. Marie, where lakes Superior and Huron meet, for 114 miles to glorious Agawa Canyon for a two-hour layover of eating and hiking or just relaxing.

"Smart Boomer"

HARRY BEDWELL was one of those boys who take one look at railroading, in their slingshot-and-coffee-smoking days, and resolve that there is only one form of work worth a grown man's time; and he never got over it.

As a lad Harry would go down to the station in the little town of Kellerton, Iowa, and look with pure awe at the telegraph operator. Here, out on the prairie, a man could communicate with anyone in the world, just by making a couple of rattles on the key. Furthermore, this sophisticate knew all the news long before it reached the common people; he had heard it in dots and dashes on the Tuxedo can in his sounder.

Young Bedwell had decided that any railroad job was wonderful, because you could ride the trains free to any state in the Union. But the operator's job seemed beyond compare, since he could work for any railroad. Harry could hardly believe it when he was told he could study under the local operator.

The latter was willing to impart this mystery to the boy, and get him into this happy company of informed rovers, for little or no effort on Harry's part. All the boy had to do in return was to sweep out, carry coal, keep the fire going in the big pot-bellied stove, take the U.S. mail to the post office, and do the station's accounting.

It seemed mighty cheap tuition. In return, he was permitted to sit and copy what the sounders said. Do you think Bedwell feels he had heavy chores? On the contrary, he always felt he shorted that operator.

"A real brass-pounder," he said, "could swagger a little before the country girls, and brag somewhat to the settlers in the little towns along the CB&Q."

Well, he became a railroading man, and an operator at that. He saw the country, and in time he became a station agent. Meanwhile he had written many successful short stories—some for *The Post*—and he'd have another trade to occupy his time when he retired.

The job of station agent came to bore him; he had a crew to do the work, and felt a little inactive. He quit—he was in California then—and moved to a ranch. It was a full thirty miles from a railroad.

But this divorce didn't last. A Southern Pacific official got in touch with Bedwell one day during World War II. "We need Morse operators," he said.

No one needs to be told what an old brass-pounder did. He is now the second-trick telegrapher in Santa Susana, California, on the SP's Coast Line between Los Angeles and San Francisco. When the morning and noon *Daylights* go through, and the *Lark*, you can guess who thinks they are the most handsome sights

The above text is reprinted from *The Saturday Evening Post* of March 27, 1948. It was supplied to us by *Interesting Railfan* Frank Kyper, Railroad Publications, 20 Hilltop Dr., Burlington, Mass. 01803

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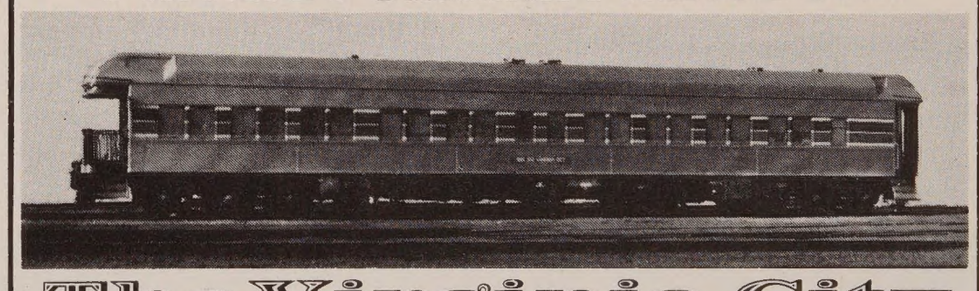

The Virginia City

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(Top) Just before leaving the Central Vermont for CN's Duluth, Winnipeg & Pacific in '28, the 409 Schenectady-built Consolidation, eases into Winooski, Vt., depot with first freight train since the floods of 1927 devestated mainline. (Bottom) CV's trainshed, shops, roundhouse (top center), and partial yard scene when St. Albans, Vt., was busy railroad center many years ago.

Photographs both pages collection of Gorton T. H. Wilbur

Old Days on the CV

I WAS DELIGHTED to read about the Central Vermont's three Pacifics in the June *Information Booth*, because I grew up with the CV and my father fired and ran its 230's. I was actually standing among the people lined along the old cast-iron fence on Feb. 4, 1928, when the 232 posed for the photo you published. I was then 13 years old. It was a happy day for St. Albans, Vt., because this was the first train to run on the Northern Division after three months of reconstruction from the big flood of 1927. Among the dignitaries in the three-car train was Sir Henry Thornton, president of the Canadian National.

The flood damage had sent the CV into receivership. Prior to that, CN had owned two-thirds of its stock, but the Central Vermont had been run pretty much by itself under the aegis of E.C. Smith, grandson of the founder. CV engines were painted in their own livery, which had no resemblance to the Canadian National's. They bore the name Central Vermont on the side of the cab, with the engine number in larger figures on the sides and rear of the tender and in small digits on the sand dome, all lettering and numerals being white. The engines were painted a solid black, except for light gray smokeboxes and the white-rimmed wheels.

But to the dismay of onlookers, including myself, the 232 came down from the enginehouse and under the trainshed painted—for the first time for any CV engine—in Canadian National livery. There were a gilded number on the side of the cab, a removable small number plate in white paint on the rear of the tender, no number at all on the sand dome, and the name Central Vermont in gilt enclosed in a titled rectangle on the tender. Engine and tender were now CN dark green, not black.

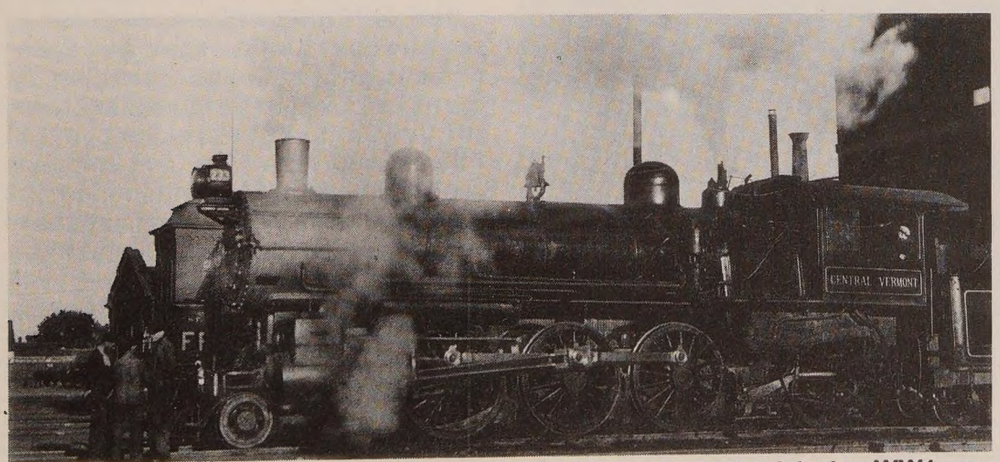
Obviously, CN had taken over at last. Our own railroad had fallen beneath the November rains, but was rescued by the 5,000 workers whom CN had put on the job for three months. And now CN was showing us, by imposing its own livery, who was the boss. On July 29, 1929, when Central Vermont Railway Co. property was sold at public auction, the Canadian National acquired 100 percent of the stock as the only successful bidder. The line became the Central Vermont Railway, Inc., and the Smith family was out.

So the photo you published brought back memories—those I have just related and those of my own CV job. I began working in St. Albans at age 12 as a messenger boy in the telegraph and dispatchers' office (shown in the photograph just behind the 232's smokebox). I continued working for CV through my high school years, also putting in a summer vacation from college on an extra gang, laying rail in the Green Mountains. That ended my rail career until I was appointed two years ago to the Amtrak board of directors.

There were actually four 230's, numbered 230-233 inclusive. But in the early 1920s or perhaps earlier, the 233 was in bad shape, needing a heavy overhaul. The Canadian National had a small 2-6-0, fresh from the shops, for which the CV decided to swap the 233 rather than spend the money on overhauling the Pacific. The new acquisition, the 2-6-0, was numbered 397. It was not a good swap. She proved too heavy for light work and too light for heavy work.

At length, when *The Montrealer* and *The Washingtonian* were put on in 1924, the CV leased five Pacifics from Canadian National and numbered them 234 through 238. They were slightly heavier than the 230-232, but the 238 was the original CV 233 back on her home rails until the arrival in 1927 of the 600-603, all 4-8-2's, enabled the company to send back the engines.

These details are vivid to me because in 1924 I used to take my father's dinner pail down to him at 6:10 a.m. when *The Montrealer* stopped in St. Albans. He was fireman on the train, which five leased engines handled regularly. Many a ride I had on the 230's from the enginehouse to the station as a reward for toting his dinner pail, as well as a



CV 233, leased from Grand Trunk, outside St. Albans trainshed during WW1 era.

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cab ride with him from Montreal to St. Albans.

In 1945 an uncle let me run the 231 on the late night local passenger train, No. 304, from Bethel to White River Jct. Many years later, when my small sons and I were visiting St. Albans I was permitted to run the Canadian National's 6218 from the ash pit to the switch, 500 feet. The boys were amazed that I could possibly know how to run that big 4-8-4. Well, I had learned on the 230's when I was their age.—Joseph V. MacDonald, member of Amtrak board of directors, 5306 N. Pueblo Ave., Apt. 214, Chicago, Ill. 60656.

Our Monthly Newscast

PENN CENTRAL, the bankrupt corporation that once ran America's largest railroad, now describes itself as "one of the nation's largest and most diversified real estate holding companies." Passenger trains of Penn Central Transportation Co. are now being operated by Amtrak while Con-Rail runs its freight trains. PC announces a major program to develop or sell some 3,500 parcels of land in 15 states and the District of Columbia valued at around $1 billion. Among these properties are four large New York City hotels, expensive land holdings, and high-rise office buildings in downtown Manhattan, Philadelphia, Pittsburgh, Cleveland, Chicago, and Detroit; also some railroad yards and acres of farmland.

THE BANKRUPT Allentown Terminal Railroad Co. has been ordered to raze its fire-damaged freight terminal. But will the citizens of Allentown, Pa., pay for demolition?

Robert H. A. Laudenslager, head of the city's bureau of inspections, estimates the cost of removal will be $10,000 to $12,000. He won't speculate on the subject, but chances are strong that city taxpayers will wind up paying the bill because of the railroad's financial condition.

CONSTRUCTION is under way on the modernization and expansion of CF&I Steel Corporation's rail mill in Pueblo, Colo., that will increase its capacity about 50 percent. This mill was built in 1898 and has one of the few steam-driven engines remaining in this country.

FOR THE FIRST time in history, computer information systems owned by two different railroads are talking directly to each other. The computer-to-computer hook-up is between Union Pacific's Complete Operating Information system and Southern Pacific's Total Operations Processing System.

The linking of the two information systems, the most highly developed in the industry, is significant, not only because it is an industry first but because it proves the technological feasibility of the operation and opens the door for a much wider range of direct data exchange among railroads. For many years, railroads had been seeking the means to instantaneously share accurate information on the traffic they handle together. The linking of COIN and TOPS is the first successful accomplishment toward that goal.

PUEBLO, Colo., test center of the U.S. Department of Transportation is being operated and maintained by the Dynalectron Corp. of McLean, Va., under a $12.2 million two-year contract dated July 1st. This unique facility does extensive testing of improved conventional and advanced state-of-the-art rail transit vehicles being developed under both Government and private industry programs for mass transit systems. The same company runs the extensive shops, utilities, and administration; also supply support, fire protection, and medical and facility security.

THE ROCK ISLAND—considered by some to be on its last legs a year ago—continues to confound its critics. An example took place in Muscatine, Iowa, on July 8th. With the help of an interest-free loan from five shippers, repayable over a 24-month period, the railroad officially opened an expanded freight yard in the Mississippi Riverbank city.

The Rock has weathered its worst storm since 1938. Without *any* government money, the railroad ended 1975 with $16.6 million in working capital. Initially, the expansion and top utilization of the locomotive and car fleets got priority attention. Now,

City firemen prevented total destruction of old roundhouse on the Madison Div. of the Chicago & North Western at Madison, Wisc., in October, 1975.

Yvonne F. Yahnke, 1305 N. Sherman Ave., Madison, Wisc. 53704

large-scale track upgrading is under way, part of it financed through government-guaranteed loans. A managerial restructuring is saving more than $75 million annually. Most significantly, Rock employees are rising to the challenge. They, their managers, and union leadership are determined to make the Rock survive.

CHESSIE SYSTEM has given to the Western Pennsylvania Conservancy the abandoned right-of-way of the Indian Creek Valley Railway in Pennsylvania running from Kregar in Westmoreland County to the Youghiogheny River in Fayette County. It is hoped that a hiking trail and bikeway can be established there.

The same system announces a $13 million track construction project to serve eastern Kentucky's John's Creek area coal mines, to be completed in 1978. A nine-mile route will leave the Chesapeake & Ohio mainline at Coal Run, Ky., connecting with Scotts branch and John's Creek and Coon Creek subdivisions. It will replace nearly nine miles of the present 14.8 mile-route from Levisa Junction to Winn's, W. Va., built in 1964, and will eliminate track grades up to 3 percent.

CONRAIL has bought over $42 million in ties, welded rail, and the other hardware for its rapidly advancing work of renewing tracks for faster and safer train service.

"We inherited thousands of miles of substandard track," says Edward G. Jordan, chairman and chief executive officer. "These sections of railroad slow down our trains and prolong delivery to our customers, and there is always our concern for safety. Renewal of this track is an essential element of our success."

During its first three months of operation, ConRail installed 166 miles of welded rail. Since midsummer, six additional rail-laying gangs have been at work, laying an average of 100 miles each month.

GRAND TRUNK WESTERN dedicated its new $500,000 light-repair freight-car shop in Battle Creek, Mich., on June 24th. This shop is expected to repair 50 cars per day, but has the potential for servicing more than 100 daily.

FIRE damaged a single-track trestle over Olean Creek at Olean, N.Y., on July 8th. Built in the early 1900s by the now-defunct Pittsburgh, Shawmut & Northern Railroad, the bridge was later sold to Penn Central and became the property of ConRail on April first.

TO MEET an expected demand for more cars to haul steel shipments, Norfolk & Western is building 750 gondolas at its East End Shop in Roanoke. Each gon has a capacity of 100 tons. The building job costs $18.6 million of the company's previously announced $124 million capital expenditure for the year. When the gons are completed in early November the shop will resume production of 100-ton coal hoppers.

Farewell to Morse!

THE LAST Morse circuit operated by AT&T in the United States was terminated on June 15, 1976, at one p.m. after Milwaukee Road agent Robert Knutson had used his Morse code key for the final time at Eau Claire, Wisc., depot. AT&T workmen disconnected it in favor of a telephone circuit. There had been two other lines on the last Morse circuit, namely at Durand, Wisc., and Wabasha, Minnesota.

In 1887 the American Telephone & Telegraph Co. (AT&T) installed its first private Morse telegraph circuit. It was for L.H. Taylor & Co., brokers, and served its offices in New York and Philadelphia. Since then, the giant firm installed thousands of lines; but during the past 10 years these lines were gradually phased out in favor of speed-date circuits and more sophisticated means of communication.

Now, for the first time in 34 years, Knutson is without a Morse line. He worked as a Morse operator for the railroad for that length of time. The Milwaukee Road's Morse service was leased from AT&T in 1959, when the road disconnected its own line, and it continues to operate its own Morse circuit on the mainline running from Chicago to Seattle.

Knutson was able to communicate with all stations between LaCrosse and Minneapolis by Morse; but recently had trouble adjusting to the telephone, saying it took an old dog longer to learn new tricks. A few railroads still maintain Morse systems but are gradually dropping them. It would be interesting to know which roads they are, where they still use Morse, and how many ops still use it.—Robert H. Adams, Jr., 514 E. Tyler Ave., Eau Claire, Wisc. 54701.

The Personality Parade

BACK in 1882, the Pennsy's third president, John Edgar Thompson, set up a trust fund to educate and maintain daughters of railroad employes who died in rail service. This Foundation gives monthly grants to eligible girls who need it, usually through high school but often through college also. Already it has helped 1,800 girls. For further information or applications write to Mrs. Helen E. Drinkhouse, director, John Edgar Thomson Founda-

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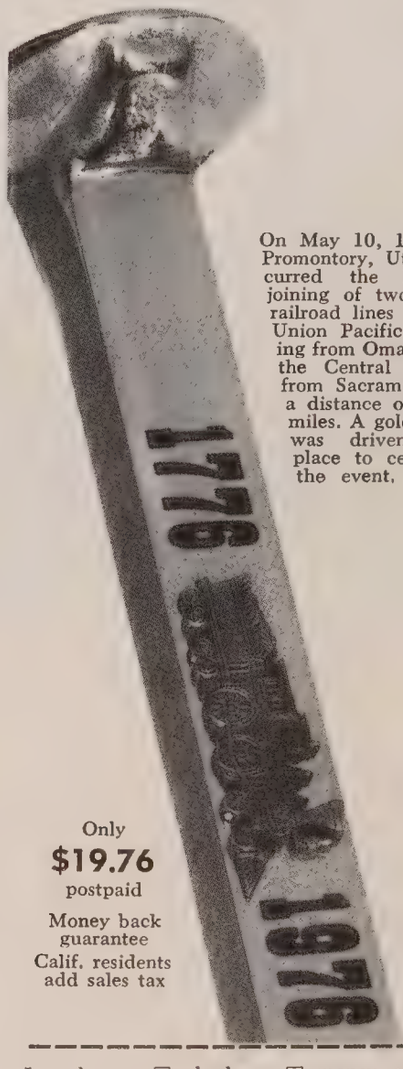

On May 10, 1869 at Promontory, Utah occurred the historic joining of two great railroad lines . . the Union Pacific, starting from Omaha and the Central Pacific from Sacramento — a distance of 1776 miles. A gold spike was driven into place to celebrate the event.

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Weed-killer work train on the Western Pacific about 25 years ago. The conductor is not waving at the photographer but, as the rules require, is instructing his engineer to go slow by hand signals.

tion, 135 S. 18th St., Apt. 403, Philadelphia, Pa. 19103

BESIDES being a conductor on the Atlantic Coast Line for 30 years, M.E. Raulerson, 2616 N. Canal Dr., Lakeland, Fla. 33801, makes oil paintings in his spare time and has already sold over 100 prints of one of them 24x18" showing ACL steam engine 1807 pulling the *Florida Special*.

TWENTY-SIX years ago Janet C. Jenkins became a stenographer at Hotel Roanoke, owned by the Norfolk & Western Railway at Roanoke, Va. It was supposed to be a temporary job, but she has been working there ever since and is now general manager of the 425-room hotel.

PLEASE publish *Interesting Railfan* articles about Jim Edmonston, Mike Eagleson, Steve Maguire, Sy Reich, and Barbara Kreimer. I'd like to know more about them.—Bill Plack, 939 Rita Dr., Pittsburgh, Pa. 15221. (*Ed. note:* We did, except for Barbara, who doesn't want to be written up.)

SAYS Maurice H. Francez of Lafayette, La., retiring from over a half-century of railroading on the Southern Pacific, "It was a short 53 years." His rail career began as a messenger boy and ended as a locomotive engineer bringing the *Sunset Limited* into Houston from Lafayette.

SAM GORDON paid $44,000 for a stagecoach which was one of the 1,200 items of memorabilia of the defunct Railway Express Agency auctioned on June 14th in San Francisco. He is displaying it in a museum at his restaurant on a highway between Sacramento, Calif., and Lake Tahoe.

THE KIDS were only having fun. They threw a beer bottle at a passing freight train in Chicago on July 14th, hitting fireman Kenneth Podlewski, 27, of Battle Creek, Mich. Broken glass pierced his eyes and cut a neck artery. Kenneth died four hours later in a hospital. The culptist escaped.

ON JUNE 11, reports the *Locomotive Engineer*, the House of Representatives voted on the Federal railroad Safety Act of 1976, which authorizes $35 million for the railroad safety operations of the Federal Railroad Administration during 1977 and the same amount for 1978. Among other things, the funds will support the activities of

Who likes the new diesels? Lisa Goodwin of Goodfield, Ill., prefers the old "covered wagons." The weather was warm on June 2, 1976, as she stood by the diamond in Bloomington, watching four Illinois Central Gulf F-units lead northbound freight past Amtrak station and head for the Norfolk & Western crossover. Three units are still painted, lettered, and numbered Gulf, Mobile & Ohio.

Photograph by W.T. Morgan

545 Federal rail safety inspectors. The measure was approved by a vote of 332 to 11.

Because this is an election year, with all members of the House of Representatives who want to retain their jobs dependent upon the support of the voters, rail workers deserve to know the identities of the 11 Congressmen who voted *against* the rail safety measure. They are:

Congressmen James M. Collins (R., Tex); Philip M. Crane (R., Ill.); Samuel L. Devine (R., O.); Bill Gradison (R., O); George Hansen (R., Idaho); Andres Jacobs, Jr. (D., Ind.); Richard Kelly (R., Fla.); Manuel Lujan, Jr. (R., N.M.,); Larry P. McDonald (D., Ga.); Ronald Paul (R., Tex.); and Steven D. Symms (R., Idaho).

Views and Reviews

I WAS OVERJOYED with a trip I recently took on the Cuyahoga Valley Line train through the new Cuyahoga Valley National Park. Seeing that old steam engine billowing smoke as it roared to a stop was lovely. Sadly, the train era is fading. It's also sad that many once-historic spots along the line have been destroyed; but sadder yet is the tale it tells of greedy Americans as you roll down the track.

Once-beautiful woodland now laid barren by bulldozers; a once-unobstructed view of the sky and valley now criss-crossed with high-tension lines; and once-lovely little patches of buttercups, made ugly by tires thrown by the wayside. Not to mention junkyards scattered along the way, litter piled high along the river, and the pipes dumping wastes. But saddest of all was the sight of a mother duck, with her babies behind her, trying to find food in the once-clean Cuyahoga River. —Greg Cznadel, 13402 Terminal Ave., Cleveland, Ohio.

THE ROMANTIC Silk Road from China wound through the American Northwest in the early part of the century, speeding glamour fabrics to the East's high fashion centers. Those times were recalled in St. Paul the other day when volunteers painted one of the old Northern Pacific locomotives which pulled silk trains from the West Coast to New York. The engine is on display at the Como Park Zoo.

Gentile Yarusso, who has seen history come and go on the east side of Minnesota's capital city of St. Paul, recalls that, as a boy, people used to line the tracks to watch the trains rumble

"Sometimes railroad police would keep us boys from lingering along the right-of-way," he said. "When we asked why, they replied, 'A silk train is comin' through.' All action in the yards would cease and, before long, a fast locomotive pulling several freight cars would come thundering down the track.

"Silk cargoes worth millions were landed at West Coast ports from fast ocean liners, loaded into cars called express reefers, and highballed to the Eastern market at full speeds, racing against high insurance costs, fluctuat-

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(Top) Panama Railroad passenger train crawls over wooden bridge across the canal near Paraiso, on Oct. 18, 1913. (Bottom) PRR Mogul No. 657 at City of Panama depot in 1914. The 657, known as 651 class, was built by Alco at the Brooks Works in 1909, and primarily confined to road service.

ing prices, and spoilage. The shipments included live silkworms in cocoons, munching on mulberry leaves. Sometimes gangs tried to hijack the shipments."

A Profitable Railroad

DESPITE the woes of railroads in the U.S., there is still one American road that makes money, keeps a tight schedule, and crosses a continent seven times a day, David Lamb writes in the *Los Angeles Times*.

It's the Panama Railroad, a modest little line that long ago played roles in the California gold rush and the construction of the Panama canal. It is 121 years old this year. After all this time, there hardly has been a disgruntled passenger or a misplaced crate of mangoes.

Its trains cross from the Atlantic to the Pacific, 47 miles, in an hour and a half. Last year it hauled 320,000 passengers and 320,000 tons of freight at $13,000 profit. Once probably the world's most profitable rail line, it is owned by the Panama Canal Co., the U.S. governmental corporation that also operates the 62-year-old Panama Canal. It skirts along the banks of the canal.

"Everytime I make the run," says engineer Tom Crogan, formerly of the B&O, "I think of the sweat and blood they put into building this thing. The stories they tell! They used to take the dead construction workers away on flatcars, there were so many of them. Then they brought in Chinese coolies, and those who didn't die from malaria got so homesick they buried themselves up to their necks in sand and waited for the tide to come in!"

During World War II, the Trans-Isthmian Highway was built, diminishing the importance of the railroad. The latter was on the verge of abandonment in 1955 but was saved by Congressional action.

A Fast Hazardous Ride

EARLY in 1901, woman suffrage campaigner Carrie Chapman Catt was stumping Colorado. She had just spoken in a tank town in the Rocky Mountains and was due at Pilotsville, down in the valley, for another speaking engagement that evening. Carrie rushed to the little Denver & Rio Grande depot, but missed the train and groaned in despair. Her destination was 30 miles down the mountain side. The only means of travel she knew of was a mule team, which could not have made it in time. In this dilemma a young gandy dancer offered to take her to Pilotville.

"But how?" she asked in surprise.

When General Electric turned out 403 in '40, Panama R.R. began retiring steam.

Tank locomotives at Panama Canal Zone during the construction of "Big Ditch."

"Where can I board the train to Balboa?" lady tourist queries a hogger on the Panama R.R. at the Cristobal end of the line in its steam days in 1930s.

"You couldn't carry me on your back."

"No," he said, "but a hand-car could get you there in about 45 minutes."

"A hand-car? Thank you. Let's go."

Now, a hand-car skidding down a mountain side could jump the track any minute. They often did. Mrs. Catt was scared by determined. She froze to the flat surface of the car as best she could. A thousand feet below, on one side of the track, flowed a silvery river.

"What river is that?" she gasped.

"That," the young man intoned solemnly," is the River of Lost Souls."

She shuddered as the little car swung around a sharp curve and balanced on two wheels for an appreciable space of time. Finally it jolted into Pilotville just in time for the meeting.

"How much?" Mrs. Catt asked.

"Not a cent," was the reply. "Proud to have helped you. Remember, though," he told the suffragette, "you'd never have made it in time if it hadn't been for a man."

Later, Mrs. Catt learned that he was a college student working for the D&RG on his summer vacation. "But," she said, in relating the adventure, "I'd never ride down a mountain on a hand-car again, not even if Congress were waiting to hear me."

Canada Heard From

ENGINE CREWS in steam days had favorite locomotives that could make their runs more enjoyable. I can remember some on the Canadian Pacific's Kettle Valley Line in British Columbia, such as the 3500 series Consolidations (2-8-0), which were hand-fired coalburners. They were nice to work with. The 3512 that I fired out of Nelson, B.C., in 1926 was built in 1907, the year I was born, and gave excellent service on the Nelson Division.

On December 31, 1947, she was returning from a run in the Slocan Lake country with a string of flatcars loaded with lumber, plus a snowplow. The freight was being barged down the lake from one railhead to another. At six a.m. the captain of the tug pushing the barge became alarmed at the sudden listing of his old wooden craft. He woke up the crew from their sleep in the caboose and they quietly abandoned the barge in favor of the tug.

Then, before their startled gaze, the barge suddenly tipped over, dumping its entire load—the 3512, the flatcars of lumber, the snowplow, and the caboose—into the lake! Just a mighty splash, then silence, as the barge righted itself. At that point the lake is about 600 feet deep. Later, a long drag-line was used in an attempt to receiver the lost equipment, but none of it was ever salvaged. Thus one of my favorite locomotives found a permanent resting place in the deep water of Slocan Lake.—Bert Lanning, 717 Pandora Ave., Victoria, B.C. Canada V8W IN9.

SASKATCHEWAN'S government is on record as to the value of an independent national rail passenger corporation to improve passenger service. Transport Minister Gordon MacMurchy, addressing the Canadian Transport Commission, has called on the federal Liberal Party government to keep a pre-election promise to create such a corporation.

"If passenger train service is to be improved significantly," he said, "all services must be integrated within a single national rail passenger corporation. No system of subsidies, no level of compensation, can extract quality services from railway companies that have no interest in passenger trains.

"The railways have not promoted passenger service, have not tried acceptable scheduling, and have allowed equipment to deteriorate. It is difficult to avoid the conclusion that the railways have deliberately attempted to exterminate the passenger train."

CANADIAN NATIONAL is planning capital expenditures of $2.4 billion in the next five years on its rail operations. Most of the money will be spent in Western Canada, because that is where the largest traffic increases are expected. CN is planning for continued large scale growth in movements of coal, sulphur, and potash and to a lesser degree in grain and lumber.

DESCRIBING a railroader's idea of a bad dream, you'd come pretty close by relating a scene where a passenger train rushes alongside a helicopter straddling the tracks. Or a couple of maniacs staggering on the roof of a speeding passenger car, with a rockface on one side and a sheer drop on the other. (That would really make the safety people happy!) Such antics were all in a day's work recently, reports *CP Rail News*, when the company became involved in the filming of 20th Century Fox's *Silver Streak* near Calgary, in the Crowsnest Pass area, and at Toronto Union Station.

"What a way to wind up a career!" said Homer Edwards, a retiring engineman who'd been with CPR since 1935. Describing the month he spent jockeying at CP Rail passenger unit—decked out in the movie's "Amroad" colors—for 20th Century Fox, he added: "We had a ball. They were great people to work with, but I don't know how the hell those stuntmen weren't thrown off the roof."

Said Glen Swanson, superintendent of Alberta South: "It sometimes seemed like there were more people on the roof of the train than inside it." One stuntman had to reach over the side of the roof to retrieve a piece of cloth as the train travelled alongside a sheer drop. "The train lurched and he slipped," said Swanson. "He nearly went over the side."

Later he climbed over the side of the car and hung suspended from a grab-iron as the train bustled along beside a 200 foot drop: Then he had to climb back up again, unaided!

The train—two diesel units and eight passenger cars—was leased to the film company by CP Rail. Several operating crews were involved in running it, and supervisory staff were assigned from divisions where filming took place.

Overseas Railroading

I AM A RAILFAN employed by the East German railway (Deutsche Reichsbahn), age 22, and I admire North American railroads. Howard F. Greene, president of the Railway & Locomotive Historical Society in the U.S.A., told me that your magazine is a good source of information. I want very much to get copies of *Railroad Magazine* and other North American rail publications, but my country's laws forbid me to pay for anything in foreign currency. What can I do about it?—Reinhard Weule, Spandauer Str. 4, 02.02, 102 Berlin, East Germany.

A LOCOMOTIVE in New South Wales, Australia, became uncoupled from the rest of a commuter train on July 2nd and raced on up the track alone. Astonished passengers watched it pull away about half a mile while their coaches slowed to a halt. But the engineer soon noticed what had happened and reversed to pick them up. This happened on the 6:24 a.m. train from Gosford to Sydney just before West Ryde station. Did such a thing ever occur in your country? With female curiosity, I'd like to know.—Miss Barbara Kreman, P.O. Box 3, Drummoyne, N.S.W., 2047, Australia.

ORIENT EXPRESS, glamour-train and hero of movies and detective stories, was inaugurated in 1883 and since 1888 it connected Paris and Istanbul (the former Constantinople) via Strasbourg-Stuttgart-Munich-Vienna-Budapest-Bucharest.

It never touched Switzerland or Italy and never went through the Simplon Tunnel. After the end of World War I, however, the Allies inaugurated as a substitute for it another sleeper train. This train, the *Simplon-Orient Express*, avoided German and Austrian territory, running from Calais-Paris to Istanbul via Simplon Tunnel and Milan, Italy. This *Simplon-Orient Express* seems to have been the most international train of all time, passing through nine coun-

tries. Unfortunately, since 1962 it has been restricted to the Paris-Zagreb-Belgrade line, now bearing the name *Simplon Express*.

Today there is only a so-called *Direct Orient* train from Paris to Istanbul (and Athens) via Simplon Tunnel. This train is far from the luxury of the old *Orient Express,* but is remarkably international, being composed of through coaches of 13 national railway administrations and nine different sleeping and dining-car companies!

An item in your June issue mentions the Swiss commemorative stamp of 1956. Italy issued a stamp, too, in the same year, and this is a philatelic curiosity, showing the Simplon Tunnel exit with double tracks. In fact, there existed only one track at the opening in 1906. The second track (in a parallel tunnel) was not constructed until 1912-1922.—Dr. Christian Scheer, Beethovenstr. 31, D-5300, Bonn 1, West Germany.

JAPANESE railfans, apparently aping their American counterparts, are stealing destination plates from passenger trains in their own country. Students who ride the trains steal the plates, hang them in their rooms as souvenirs. To date, more than 720 plates of all types have been stolen in the Osaka District alone. It has become so bad that Japanese trains are now departing from their stations without destination plates or with make-shift paperboard ones. The kids consider these plates status symbols.

POLAND and the Soviet Union have agreed to build jointly a new 240-mile, heavy-duty railroad line from the Russian Polish boarder to Katowice in southern Poland. This will facilitate direct transport of ore without time-consuming un-and reloading at the border. A new steel mill is being built at Katowice, for which the Soviet Union will supply iron ore.

A SWEDISH four-car commuter train bound for Malmee on a single-track line had a cornfield meet with a freight train outside Hesingbord, killing at least 12 persons and injuring many others. The collision was so violent that one of the two locomotives of the northbound freight destroyed the first passenger car and came to a stop in the second car.

COMBINED rail-air travel is expanding throughout Europe. A good example of this, the International Union of Railways in Paris reports, is a Paris-London service—called *Silver Arrow*—via Le Touquet and Gatwick. Passengers are carried by train to the aircraft at both airports. The overall journey time between Paris Nord station and London Victoria station has been cut to roughly four hours, almost twice as fast as a conventional train-boat trip.

THE OLD empire builders dreamed of a railroad carved through the heart of Africa, linking the two ends of the continent from Cape Town to Cairo. It would climb mountains, cut through jungles swamp-lands and deserts for 6,000 miles.

Today, most of the colonial rulers have gone, but the railway they dreamed of is near completion more than 100 years after Cecil John Rhodes proposed its creation. With the exception of about 800 miles of pending rail links between Egypt and Sudan and between Uganda and Sudan it is now possible to travel virtually the entire Cape-to-Cairo route by train. But the line that slices through Africa has not emerged as the vehicle of imperial conquest envisioned by the man for whom Rhodesia was named. It is a patchwork of seven national railways that cuts through South Africa, Botswana, Rhodesia, Zambia, Tanzania, Kenya, Uganda, Sudan and Egypt. ●

New Type of Railway Car for Shipment of Trucks

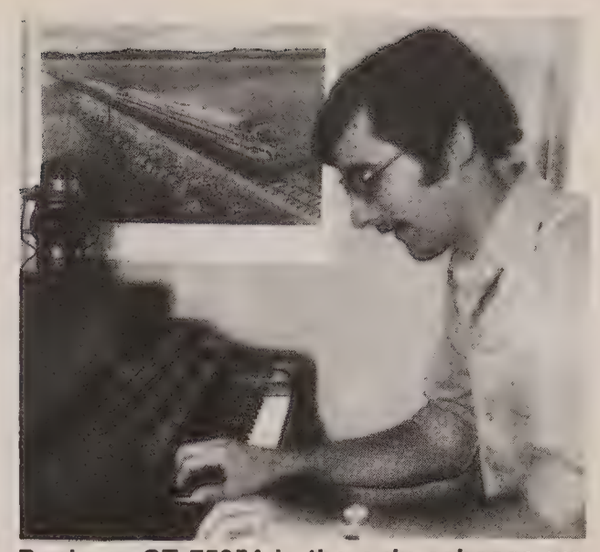
The first fully enclosed wide-body bi-level railway car for shipping trucks from assembly plants to dealers was unveiled recently in Detroit, Mich. The prototype car, built and owned by Santa Fe Ry., was designed jointly by SF and Chrysler and is capable of handling Chrysler's full line of truck models. Equipped with four doors, two at each end, car measures 18′, 8½″ rail to roof.

Bangor & Aroostook F3 No. 45 and BL2 No. 52 cross Aroostook River at Ashland, Me., in June, 1973.
Ronald N. Johnson

Interesting Railfan Number 166

RONALD N. JOHNSON

by Freeman Hubbard



Ron's ex-GT 75954 is the only caboose we know of that's equipped with a piano. Here strains of "Casey Jones" float out of it as his skillful hands glide over the ivories.

Photograph by Deighton Durrant

Lower photo by Ron Johnson

RDC 9023 crosses Garden River enroute to Sault Ste. Marie from North Bay, Ont.

AN IDEAL occupation for a railroad buff, according to Ronald N. Johnson, who has had color-shots in our current issue, December '75, and July '76, is teaching public school, which gives you a free summer each year, plus Easter and Christmas vacations, in which to pursue your hobby.

A classic example of this is Miss Ramona K. McGuire, *Interesting Railfan* No. 161, whom he admires. Ramona, pretty and blue-eyed, works in a grade school at Anderson, California. She spent last July riding and photographing Amtrak trains all over the country on a Railpass and later rode the steam-powered British Columbia Railway out of Vancouver, B.C. on her long tour. While clad in the smart-looking red, white, and blue (but mostly white) dress of an Amtrak hostess, the girl visited us in New York City, bubbling over with enthusiasm for trains.

Ron Johnson, too, is a teacher. Actually, a music supervisor for the fourth, fifth, and sixth grades in the Scarborough, Maine, school system. Like Ramona, he purposely exposes his pupils to rail lore.

"Naturally, I try to work my hobby into my profession," he explains. "Sometimes I show slides to them on a screen while we sing *The Wabash Cannonball* or listen to the recording of *Pacific 231,* a railroad composition by Honneger."

Grand Trunk M-420 No. 2546, lead unit on train 393, switches at Danville Jct., Me., crossing with roar causing mother to pull daughter's pony to side of road to keep from bolting in January, 1976.

Photograph by Ronald N. Johnson

Ron is 24 and energetic. During off seasons he spends many Saturdays in volunteer service for the Conway Scenic Railroad at North Conway, N.H., or camping at choice rail-photo spots elsewhere in New England. Last summer his program included a month of paid work for the Conway Scenic.

"In 1973," he tells me, "I had three glorious weeks searching out big-time steam in South Africa and basking in its drama. Thus I enjoyed a period I was born too late to experience in the United States. When I was three or four years old, someone should have thrust a camera into my hands while I was standing beside live steam locomotives."

RON WAS BORN in Portland, Maine, on October 31, 1951. His father, Neils Johnson, who is also an active railfan, is employed by the Portland-based pipeline to Montreal. The city's famous harbor teems with tankers unloading crude oil for pipeline shipment to eastern Canada. When Ron reached the advanced age of eight, Neils bought him and his brother an electric Lionel train set, which all three of them greatly expanded in the family attic.

"I concentrated on wayside scenery and buildings," Ron recalls, "while Dad and my brother handled the tracks and wiring. I like to work with my hands. Many happy hours found me scratch-building a trackside structure which I had scaled down from measurements taken in a local railyard."

During his early teens, Ron occasionally rode his bicycle over to the Rigby yards a couple of miles away in South Portland to watch first-generation diesel power shuttle in and out. There he was fascinated by the "A" cabs on the Maine Central and Boston & Maine and by the endless parade of colorful boxcars with railroad names and emblems from all over North America. Ron focused his father's Kodak Retina camera on these and on the Portland Terminal's 660-hp high-hooded diesels plying the waterfront. A nice backdrop for photographing GP-9's on the Grand Trunk and Central Vermont in their bright gold and green garb was a huge old grain elevator which sat vacant for years before being razed in 1974.

"What really shook me loose from my modeling obsession," he says, "was the arrival in Portland of a Canadian National 4-8-4 in all her glory, No. 6218, wheeling a fantrip. My eyes bugged out when I saw her that day in 1967. It was a brief return of the Steam Age. Then and there the 'real thing' caught me up. I shifted my attention from tinplate to prototype steam power and equipment."

Around that time, too, Ron began reading *Railroad Magazine,* another milestone on his way to becoming an *Interesting Railfan.* Since then, he has been collecting as many back issues as he could lay hands on. He says he'd like to see some of our best old photos, particularly Phil Hastings' coverage of B&M Moguls in New Hampshire, republished on our present grade of paper. Our woodpulp reproductions of years ago have

begun to fade and turn yellow.

"Hundreds of young fans never got a chance to see these pictures," he laments. "The really old issues are rare and expensive."

Listen, Ron, we often dig out oldies from our picture files and give them another run, besides reprinting some of our best articles and fictions stories that had long been inaccessible to new readers.

"Steamtown and Edaville being located fairly near to me," says our hero, "did much to endear the sights, sounds, and smells of steam operation for me, even though I was growing up in the Diesel Age. I believe that F. Nelson Blount did more than any other American to preserve and restore steam locomotives."

THAT is true. I knew him personally for years. Being a millionaire as well as a railfan, the father of Ocean Spray cranberry sauce and holder of a contract to supply all the clams used in Campbell's clam chowder, Nelson Blount could well afford to finance his hobby in a big way. He was also a "born again" Christian. He liked to proselyte. The last letter he wrote me, the day before he was electrocuted by his private airplane hitting a live wire, enclosed an evangelical tract. I think that during his latter years he put such tracts into all of his outgoing mail.

"I admire him for that," Ron comments. "I too am a 'born again' Christian." As for fantrips, Ron says: "My father got me started on them. We often left home as early as midnight to ride or pace a steam excursion in Pennsylvania or New Jersey the next day. Armed with topographical maps, we'd pick a spot, sometimes by flashlight, for picture-taking. It was exciting to anticipate traffic congestion, cutoffs to skirt pacers, and so on. I usually buy tickets for excursions I'm going to photograph. Even though I may not ride the train, I realize that financial support is important to keep them running.

"Later, with the decrease in available fantrips, I turned my attention to shortlines and branches. It's challenging and rewarding to photograph once-a-week or irregular operations. A handy item I carry with me is a buck-saw. Sometimes I spend two or three hours at a time clearing away trees and bushes from a scenic spot along a right-of-way to get pictures. For that I was nicknamed 'the phantom brush-cutter'."

One day Ron found an inaccessible spot on the Maine Central's Mountain Division where the track crosses the Persumpscott River at Newhall, Maine. After driving 45 minutes to that area, he hiked for 15 minutes along the river bank through thick underbrush. At length he had a fairly open view from a grassy knoll where the track spanned the river on a dike and at the end a flat-deck bridge. But trees growing beside the dike obstructed that view. Ron began cutting, but his saw blade jammed.

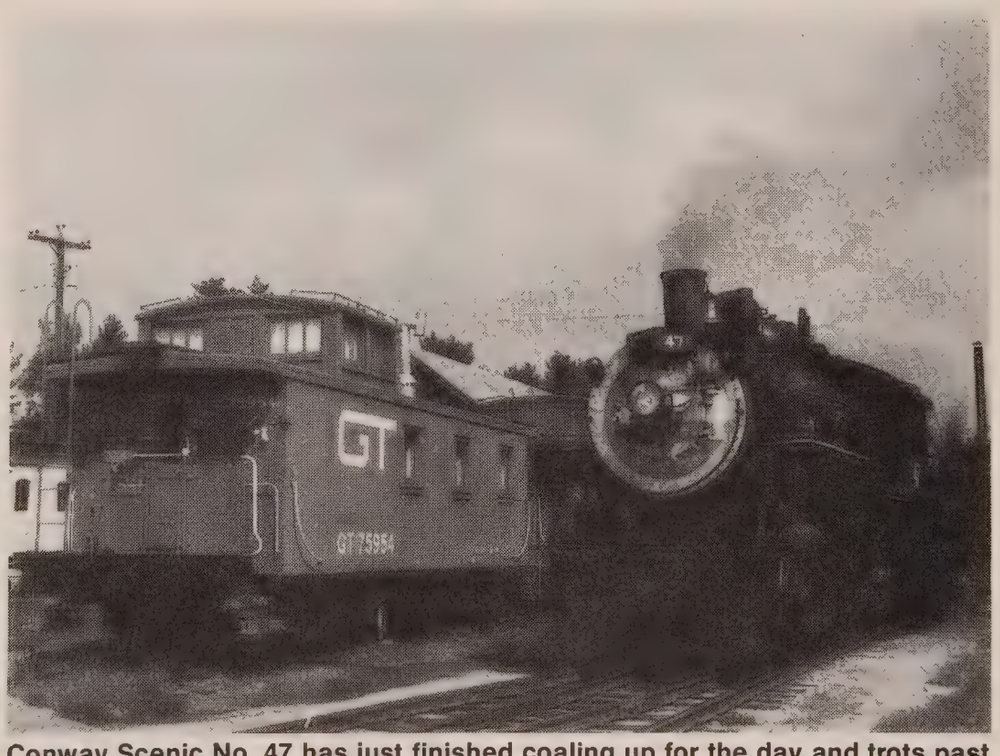
Afterward, he revisited the spot, bringing along an extra saw blade. This time he cut as many trees as were necessary for picture-taking, but just as the train rolled past, a lonely cloud obscured the sun and spoiled his photo. Undismayed, he went there a third time, only to find the train so late that daylight had faded, again frustrating him. On his fourth visit, mhe sun was bright and he had a clear reflection in the water; but his bad luck persisted. Just as the train whizzed by, a gusty wind shattered his mirror reflection, thus ruining another picture.

"Some day," he vows, "I'll get it."

One Sunday in February, 1972, while a light snow was falling, Ron, his father, and two other fans shot steam and stations. The engine, ex-Reading 2102, really kicked up her heels in the fluffy white stuff. But a blizzard came on and the normally eight-hour trek homeward took twelve hours. Since then, Ron has kept at his bedside a radio which broadcasts 24-hour weather reports. When he has a few vacation days coming up he listens to it at three a.m. before departing.

Will the fog clear by noon in Montpelier, Vt., if I head west? Will the clouds from yesterday's thunderstorm be out of Aroostook County if I go north? The weather man says sunny in Boston, but will the threatening storm from the south cloud up the area by afternoon? You should consider such details in order to get perfect light for your photos.

Ron and his father have worked out a system for their rail jaunts. "Dad makes the movies and tapes the sounds on a cassette recorder. I concentrate on the black-and-white shots with a Mamiya RB67 and the slides with a 35mm Minolta and 2¼-inch square Yashika Mat 124-G. After the movies are spliced and titled, I go through them, timing each se-



Conway Scenic No. 47 has just finished coaling up for the day and trots past Ron's authentically restored bright orange ex-GT caboose at North Conway.
Photograph by Ron Johnson

Ex-Bonhomie & Hattiesburg Southern Prairie No. 250 and ex-B&M coaches clatter across Lake Wentworth dike, on excursion train bound for Wolfeboro, N.H. terminal for steam operation of Wolfeboro Railroad

quence with a stop-watch. Then recorded cassette sounds are transferred, edited, and amplified to a reel-to-reel stereo recorder for each run-by, with a little added sound footage.

"Narration and music are dubbed in on another channel. A master tape is made with two reel-to-reel recorders—it could be done with two cassette recorders—one playing the edited tape while the other records. The movie projector showing the film and the reel-to-reel sound recording are turned on and off simultaneously after each photo run-by. This lets the other edited tape with extra sound catch up.

"By doing this carefully you can get an almost perfect sound-tape and film matching. Your projector should have a variable speed control to allow for slight adjustments if the tape does not match perfectly. I can make a sound track in four or five hours, for a 400-foot reel, which is more professional and for a fraction of the cost of a Kodak Ecto-Sound Super 8 movie."

JOHN B. EAGAN, a Grand Trunk brakeman and fellow member of The 470 Railroad Club, writes: "Ron has given many fine club shows with his slides and home-made sound movies. He is personally helpful, too. I own a caboose on the Conway Scenic which my wife and I had painted red, white, and blue, with help from Ron. Then, following an HO scale model of the same caboose, he made a professional-looking job of lettering it."

Ron Johnson is a lean six-footer weighing 146 pounds. He lives with his parents at 662 Highland Avenue, South Portland, Maine 04105.

"I am still single," he admits cheerfully, "but am looking for a Christian girl who likes to travel and could be indoctrinated into a fondness for trains."

Music has been vital to him since age seven, when his musically-gifted mother encouraged him to take piano lessons.

"He began his piano lessons with me," writes Miss Ocy L. Downs of Portland, "and studied faithfully right through high school, where he won a piano competition and a free trip to New York City. He was a guest soloist with the South Portland Junior Symphony. After majoring in music at the University of Maine in Gorham, where he received a degree, he became a music teacher. He also plays the organ and directs three choirs at the St. Lawrence Congregational Church, and gives private lessons."

In addition, our hero is a trustee and program director of The 470 Railroad Club, the Portland Division of The Railroad Enthusiasts. He and his father have charge of ticket sales on the club's annual fall foliage trip to Island Pond, Vermont. His collection of railroadiana includes his books, magazines, and over 5000 chrome railroad postcards, many dating back to the early 1950s, when chromes first came out. He is also involved in stereo photography.

"I've been taking 3-D rail subjects for eight years," he tells me, "and don't believe there's a better way of capturing steam action."

His photos, including color-shots, have appeared in *Railroad Magazine, Rail Classics, Maine Central Messenger, 470 Club Bulletin,* and *Trains.* Also on postcards put out by Audio Visual Designs. An upcoming book, *New England Diesels,* by David Albert and George Melvin, will feature some of his work.

It's warm on June 29 '76 at Ft. Edward, N.Y., as three Delaware & Hudson Alco Century 628's accelerate past old depot, heading south for Mechanicville.

"When you make pictures," I asked, "what do you aim for?"

"To tell a story," he says, "such as a bridge, a trackside building, a signal, or people. The human element is fine, especially girls who seem to fit naturally into the scene. Some of the rail-girl shots in your magazine are too obviously posed."

That's what I keep telling contributors. I'd rather get photos of them doing something normal in a rail setting and not merely standing beside a locomotive, facing the camera.

"I understand you're involved in Dwight Smith's tourist pike, the North Conway Scenic," I said. "Tell me about it."

His reply: "Eight years ago I noticed a stranger in the Rigby yards: a rusty ex-Canadian National 0-6-0, No. 7470 (later shortened to 47) on a track next to the roundhouse. Dwight had bought her in Sarnia, Canada, and moved her to South Portland for restoration. Curiously I watched from time to time the six-wheeler being taken apart piece by piece.

"In the spring of 1971 I volunteered to help. Dwight put me to work painting, scraping, etc. After a few months of weekend labor I began to realize the amount of heavy, dirty work required to bring a 50-year-old locomotive back to life. By September the 47 had been reassembled, had passed her hydro test, and was ready to be moved, via B&M locals, to her new home, a four-stall roundhouse at North Conway. Our first big project in 1972 was re-roofing the leaky roundhouse.

"On almost any weekend that summer you could have seen about 15 devoted fans ripping off old boards and installing new ones. That October the B&M made its last trip to North Conway and cut back the branch 12 miles to Mt. Whittier, N.H. We tried to buy the abandoned track immediately, so as to begin operation the following year, but legal red tape delayed the sale through 1973.

"However I did buy a 1925-built Grand Trunk wooden caboose in Portland in April 1973. After restoration of its interior, it was hauled over the Maine Central to Intervale, N.H., along with two other ex-GT cabooses which North Conway volunteers had bought.

"One Sunday morning I heard the doleful news that all three hacks had been set on fire. Mine was gutted inside, so all my laborious restoration work had been wasted. The other two were even more badly damanged. Renting a tractor, we rolled all three derelicts downhill to North Conway, where I set to work restoring the inside of mine for the second time and the outside to its original bright orange with a white GT herald and number 75954."

In the spring of '74 Dwight and two partners, Carroll Reed and William Levy, who owned the station, roundhouse, and grounds, finally took title to seven miles of the branch from Conway to Intervale, where it connected with the Maine Central. While the other fellows were preparing the engine, track, and equipment for operation, Ron turned his attention to the North Conway depot, which had been built in 1875 with Russian-inspired architecture. During the winter of 1973-'74 the inside was refurnished with a museum, gift shop, and lunch counter.

"Ron's shining hour occurred when, almost unaided, he completely repainted the exterior of the century-old depot," Dwight recalls. "It was in the early summer of 1974 when we were feverishly trying to get the Conway Scenic ready for business. Ron painted from sunup to sunset, swatting black flies, trying to stay on the shady side of the sructure, juggling ladders and many gallons of primer, white, copper, gold, and dark brown paints. He persevered. His part of the job was a crowning success, and was completed before the first passenger ticket was sold.

"But he didn't stop with the depot. For CSRR he has painted cars, inside and out, locomotives, roundhouse, carhouse, turntable, bunkhouse, signs, track cars—and he does all of our equipment lettering, too.

"Besides all that and other things, he has a flair with a camera. Last winter, when the snow was deep and picture-taking was rather difficult, the crew of our Saturday afternoon passenger train were amazed to observe Ron high up in a lineside pine tree where he had climbed to improve the photo angle of the train with snow-covered mountains in the background!

Lucky for Ron, he got this shot of ex-CN Six-wheeler No. 47 crossing the Swift River bridge on Conway Scenic in October, 1974. Our hero tried to make the same island spot to catch 47 steaming north of Conway last fall, but misjudged depth of river following heavy rains and found himself waist-deep in the muddy torrent, soaking his Mamiya RB67 and losing his tripod. A closer view of the picture shows some of his efforts in clearing trees for better look at the river.

Photographs by Ronald Johnson

Maine Central YR-1 out of St. Johnsbury, Vt., with a mixed bag of power including GP-38's, 7 with U-18B No. 401 on the point will soon stop so the rear trainman may register at the Crawford Notch station on June 5, 1976. This is in some of New England's most spectacular scenery with a backdrop of White Mountains, soon-to-be razed famous Crawford House, and source of the Saco River.

Photograph by Ron Johnson

"He is a lone worker, rather than a team worker. That is probably because he'd rather toil at tasks that offer visual satisfaction than seek the comradeship of fellow hobbyists. But he does not avoid them. He has been in on the early planning of Conway Scenic family parties, when such visits do not interfere with his latest work project."

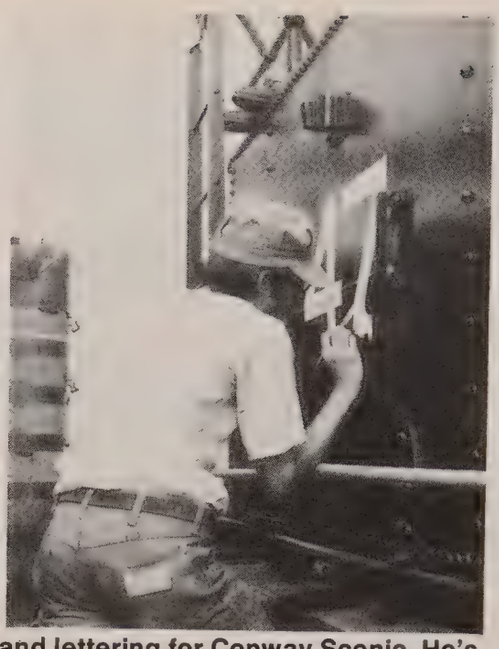
DAVE ALBERT of Waterville, Maine, writes: "Ron has the knack of combining both the train and location into a scene in the composition of his photos and he works hard to achieve a perfect shot. Prior to the train's arrival, he can be seen darting back and forth, climbing and crawling, to find the right spot."

David B. Hopkinson, a professor at the University of Maine in Portland and president of The 470 Railroad Club, tells me that Ron actually stored a piano in his caboose and occasionally finds time to play it. The haunting sound of piano music wafted across the yard at North Conway in summer evenings has added a new dimension to railroading. If any other caboose on earth is equipped with a piano, I don't know about it.

A musician who is also a master painter and a good photographer is a rare bird, but that is Ronald N. Johnson, who has lettered and painted most of the North Conway Scenic's property, from turntable to the apple-green cab of engine No. 47. Dwight Smith, manager of the tourist road and one of our *Interesting Railfans* helped with a spray-gun.

"In the summer of 1975," Ron tells me, "I painted the four-stall roundhouse, which consumed paint at a fearful rate. I also painted our railroad's Bicentennial open car, No. 1776, which we had cut down from an ex-GT boxcar."

During the summer of 1976 Conway Scenic added to its roster No. 108, an oldburning Prairie (2-6-2) from the defunct Reader Railroad in Arkansas. This cut down somewhat on smoke pollution and excessive track wear, as she has leading pony trucks, which the 47 doesn't have. That summer, Ron divided his hobby time between working as conductor, trackman, etc., and painting the bunk car, an ex-B&M coach which was renovated to include a hot-air furnace, kitchen, bathroom, and hot shower.



(Left) Ron does a great deal of painting and lettering for Conway Scenic. He's shown here applying herald to Bicentennial open car in Sept. '75. (Right) Careful up there! Don't jiggle the tender. He letters ex-CN No. 47 in April '71.

Photograph by Dwight Smith

And here is a comment from J. Emmons Lancaster, who works for the Maine Central as assistant engineer of structures and assistant clearance engineer, besides being chief engineer of the Conway Scenic Railroad and clerk-treasurer of The 470 Railroad Club: "Ron is truly a marvel in that he is able to immerse himself in painting, whether it's a house, a rail car, or the huge North Conway station or enginehouse. His brush has left an impressive mark on the Conway area."

Gilman Angier, Jr., who is editor of the club's newletter, writes: "Both Ron and his father do quite a bit of the stencil typing that's necessary for us to meet our monthly deadline. I'm on the program committee of the South Portland Lions Club. One Thursday evening we were stuck for a program. Ron lives just up the street from our meeting room at the high school, so I made an emergency call, hoping he'd bail me out between having supper and being off to choir practice. He did. It was one of our year's foremost programs—and on less than half an hour's notice!"

At times, Ron is a bit shy, but he sure can express himself magnificently with a piano, a camera, a paint-brush, or a tape-recorder.●

Somebody has got to give as southbound Maine Central train meets the northbound job at Bucksport, end of the single-track branch from Bangor, Maine, in April, 1974. SW-7's and 9's in green and gold and maroon and gold paint are incharge. As it turned out, the northbound barked frostily and backed up.

Photograph by Ronald Johnson

IN SEARCH OF STEAM

Mike Eagleson

AMERICAN FREEDOM TRAIN moved westward from Harrisburg, Pa., in the early morning hours of July 6th. I waited at trackside, tape-recording and photograping, as the former Reading 4-8-4 No. 2101 loped along in the summer darkness. Highlight of the day had been the big T-1 steamer pounding out of famed Altoona and assaulting Horseshoe Curve with a brace of filthy chop-nose diesel units on the point.

Some roads had been forced to add diesels to help the whole AFT outfit over heavy mountainous grades, but had also gone out of their way to select units in attractive Bicentennial colors—or at least, picked clean locomotives. However, ConRail selected former Penn Central diesels encrusted with road-grime and didn't seem concerned with the thousands of people who would take off from work to stand at trackside and watch the AFT roll through their home towns. What an impression of ConRail that image must have given the spectators!

At the center of the Curve, the museum train halted; the diesels were uncoupled and moved forward. The steamer's crew was photographed on the locomotive pilot, allegedly for a spot in *National Geographic Magazine*.

After the picture session, the Reading 4-8-4 made a gallant attempt to restart the train by taking slack and pulling up to where the soiled diesels stood waiting just around the curve. Despite popping off under a towering plume of soft-coal smoke, the start was aborted. For a short time the Northern could not budge the heavy consist. So the diesel units were radioed to back down the hill to recouple onto the front of the steamer. But with an ear-shattering exhaust, the steamer suddenly outshouted the diesels and sped around the famous Curve.

During all this activity the railroad police chased fans from the right-of-way to the fenced-in area surrounding Pennsy K-4s No. 1361, which has been on display at the Curve for 20 years. With a watchful eye on the bulls, I managed to crawl through the dense underbrush high above the Curve, and produced the photograph shown here.

THE LARGE MUSEUM at Pioneer Village in Minden, Neb., has several steamers, reports photographer Bill Morgan, P.O. Box 6469, Oxnard, Calif. 93030. Included are two Porter 0-4-0T's (March, 1888, builder's Nos. 911 and 912). They were built as Nos. 1 and 2 of the E.B. Eddy Company in Hull, Quebec. Also present is a Burnham, Williams & Co. 4-6-0 No. 967. This former CB&Q loco was built as 2-6-0 No. 1229 (Baldwin, 1899, builder's No. 16950). In 1914 she was rebuilt at Havelock, Neb., into a Ten-wheeler.

At Fort Lucinda, Neb., just outside Boulder City, are displayed: two-truck Shay No. 2194 (Lima, July, 1909), last owned by Bristol Silver Mines at Pioche, Nevada. Also a Consolidation (Burnham, Williams & Co., March, 1896, builder's No. 14771), and last owned by the Eureka Nevada Railway at Palisade, Nev., and an 0-4-0T built by Porter for the Runby Hill Railroad around 1880. Also on display at Fort Lucinda are old steam tractors, fire engines, and so on.

"BREAKHEART PASS," a new movie starring Charles Bronson, features a lot of steam locomotive action, reports O.W. Brooks, R.D. 1, Box 46, Emporium, Pa. 15834.

FOUR RESTORED STEAMERS now form the motive power of Texas State Railroad, located in 100 acres of Rusk City Park in the piney hills of East Texas. Texas Governor Dolph Briscoe rode the official first run between Palestine and Rusk, fully 50 miles round trip. Some 50,000 people are expected to visit the park during its first year of operation. Standard-gage Ten-wheeler No. 200 forms the backbone of the road's all-steam roster. She sports an unfortunate add-on diamond stack, but otherwise is well restored. The longest of 28 trestles that the train lopes across is 1,100 feet. I wish the new steam road great success.

HONORING our nation's Bicentennial, California's Pacific Locomotive Association fired up two old steamers to provide free train rides over their two-mile museum railroad on July 4th and 5th. The train departed from Pointe Molate Beach station every hour from 10 a.m. to 4 p.m. for the 40-minute round trip along the bay shores of Point Richmond. The picturesque depot is located near the Richmond end of the Richmond-San Rafael Bridge.

In addition to operating steam trains, the group displayed several restored locos and antique railroad cars at Pointe Molate Beach, and one engine at Fisherman's Wharf. Old No. 233, built at Sacramento in January, 1882, as the 16th locomotive constructed by the Central Pacific Railroad, was opened to the public from July 2nd through 5th as part of the railroad exhibit of San Francisco's Twin Bicentennial weekend. The PLA is a non-profit educational organization founded in 1961 to preserve an area which was dangerously close to oblivion at the time steam's golden age ended.

PETTICOAT JUNCTION Amusement Park in Panama City Beach, Fla., has two operating narrow-gage Porter 0-4-0's used on the Ghost Town Railroad, reports Mark Sublette, 217 Country Club Rd., Shalimar, Fla. 32579. The one numbered 5 was built in 1912 with builder's No. 5190. The other loco, No. 9, no longer has her builder's plate. Both engines have been converted to burn fuel oil.

At Port St. Joe in the same state, 2-6-2 No. 11 (Baldwin, March, 1917, builder's No. 45365), from the St. Joe Lumber & Export Co., is displayed at the local museum. She was donated to the city on December 6, 1955, and is a wood-burner.

Frisco 4-8-2 No. 1527 is on exhibition in good condition at Langan Park, Mobile, Ala., well guarded by a locked, tall, iron fence. Nevertheless, her builder's plates are missing.

EX-FRISCO 0-6-0 No. 3749, long resting at the plant of Pensacola Scrap Processors, Inc., in Pensacola, Fla., has been donated to the Historic Pensacola Preservation Board, reports member H.W. Olcott, 1611 E. Blount St., of that city. She will be removed from the scrap yard to a temporary storage track at the Port of Pensacola for restoration. When funds are available, the Board will then find a permanent home for her and its other pieces of historical rolling stock. These items are now stored on adjacent waterfront property known as Pitts Slip. The Board also owns ex-T.R. Miller Company 2-6-2T, which is displayed beside the old Louisville & Nashville passenger depot in Pensacola.

ERIE-LACKAWANNA (now ConRail), steam crane No. 03133 is held ready-to-go at Port Jervis, N.Y. It is a class 160 railroad crane, 17½ feet long, built by Bucyrus Erie in Milwaukee in 1928, and has been used several times in recent years for wrecks. So says David Cole, R.D. 1, New Hampton, N.Y. 10958.

ATLANTIC CENTRAL Steam Railroad fired up and ran their ex-Canadian Pacific 4-6-4 No. 2839 around the yard at Northampton, Pa., on July 4th. The steaming served a dual function—to let members set the safety valves on the Hudson, besides being Atlantic Central's own way of celebrating the Bicentennial by operating the streamlined locomotive. Several steam trips have

Two ConRail diesels and ex-Reading 4-8-4 T-1 No. 2101 with American Freedom Train on Horseshoe Curve, 6 miles west of Altoona, Pa., on July 6, 1976. Viewers all but surround fenced-in Pennsy 1361.

Photograph by Michael A. Eagleson

been planned this fall. To get on the mailing list, write Atlantic Central at 607 Baldwin Ave., Norristown, Pa.

New Steam Books

THROUGH SIBERIA BY TRAIN, by Jules G. Zonn, 128 pages, 5½x8½", soft cover, line drawings, maps, charts, available from the author at 315 Sutter St., San Francisco, Calif. 94108, at $3.98, or from Railroad Magazine Book Service.

A day-by-day diary in concise, readable form of a tour through the most rapidly expanding, yet still undeveloped part of the Soviet Union, namely Siberia. Of special note to steamfans are the glimpses of Russian power from your train windows. The author's tips for rail photographers are most informative, such as how to twart X-ray machines and zealous guards and what to take with you in clothing, film, and cameras.

KEIGHLEY AND WORTH VALLEY STOCKBOOK, 64 pages, 6x8¼", soft cover, well illustrated in color and b&w, rosters, available from KWVR Preservation Society, Haworth Station, Keighley, Yorks, England, BD22 BNJ, price not given.

A very thoroughly planned listing, with illustrations, of virtually every locomotive and piece of equipment the Society owns. Included are color views of the steam trains in action. This work would be a good standard for other preservation groups to follow with a similar stockbook of their own equipment.

STEAM NOSTALGIA, by Sir Gerald Nabarro, 270 pages, 6⅛x9¼", 160 photos, maps, rosters, drawings, soft cover, Routledge & Kegan Paul, 9 Park St., Boston, Mass. 02108. $6. Available from Railroad Magazine Book Service.

Here is the bible of British mainline steam preservation. It is an exact record of the progress and achievements of the largest British locomotive operating societies. Each museum is described in detail, with illustrations of the major locos they maintain in working order or have under restoration. Highly recommended as the single volume of the background and history of virtually every steam loco preserved in Britain.

PASSENGER TRAIN SURVEY

EFFECTIVE August 19th, ConRail has cut some fares 50 percent and for senior citizens and handicapped persons using its North Jersey suburban trains, including those going to or from New York City, whether one way only, round trip, or commuter fares. The application for lower fares was approved by the New Jersey Department of Transportation and the Metropolitan Transportation Authority and filed with the ICC, the N.J. Public Utilities Commission, and the N.Y. State Department of Transportation.

On most lines, the new fares apply only to persons riding trains in off-peak-hours—those departing between 9:30 a.m. and 4 p.m. or between 7 p.m. and 6 a.m., but on all trains on Saturdays, Sundays, and holidays. These fares also are honored on all trains running between Port Jervis, N.Y., and Hoboken, N.J., and on the Spring Valley line between all New Jersey stations. Information on the proper identification for buying cut-rate tickets is available from N.J. DOT and MTA offices.

Meanwhile, the 58,000 riders on ConRail's 13 commuter lines face a possible loss of service this fall if the Southeast Pennsylvania Transportation Authority doesn't pay $4.2 million it owes the system. So says a special committee of elected officials who are looking into SEPTA'S financial problems. According to Lewis H. Van Dusen, Jr., SEPTA's general counsel, ConRail doesn't have to keep up the service if SEPTA doesn't help to subsidize its losses.

The committee was told by William R. Eaton, SEPTA general manager, that the deficit was due to Philadelphia's refusal to subsidize ConRail since the Federal system took over the lines from the Penn Central and Reading in April. In other words, it looks like the old Army game of passing the buck.

A NEW MAGAZINE entitled *All Aboard* will be issued bi-monthly for Amtrak passengers. Its first distribution will be on trains in the Northeast Corridor in January. Amtrak hired Caldwell Communications, Inc., 747 Third Ave., New York, N.Y. 10017, to publish it. Robert H. Spencer is editorial chief.

SOUTHERN RAILWAY has applied to the ICC for permission to discontinue passenger trains 5 and 6, the Piedmont, operating daily in both directions between Washington, D.C., and Charlotte, N.C. The Southern submitted figures showing that the train is used, on the average, by fewer than 45 persons per trip, losing nearly $1 million a year.

Louis G. Sak, Southern's general manager, Passenger Sales and Service, said that increased usage of the train anticipated as a result of the improved scheduling instituted in June, 1975, and adjusted again last January "has not materialized." Nor, he said, did the advertising which Southern has carried periodically in both newspapers and on radio help very much.

He noted that all regular stops of trains 5 and 6 are also served daily by Southern's premier train, the *Southern Crescent*, which "operates at only about one-third of seat capacity, on the average, and thus can readily accommodate the small number of passengers now using the *Piedmont*."

FOLLOWING Thoreau's precept, "Simplify, simplify!," Amtrak has eliminated those "first-class" rail transportation fares traditionally paid by sleeping- or parlor-car passengers on top of their accommodation charges. Since September 8th, riders have been paying the same rate for basic transportation as is charged for coaches, but sleeping-car and parlor-car (Amclub) patrons pay a higher fee for the accommodations they reserve.

There is virtually no change in the total amount of money you shell out. New accommodation charges have been raised to absorb the former first-class fare differentials. For example, if you are a single passenger using a roomette between Chicago and Los Angeles, you still pay $182.50, but that sum now consists of $110 rail fare plus $72.50 for the sleeping space, instead of $147 plus $35.50. This theoretical change does not apply to *Metroliner* club cars in the Northeast Corridor.

RECOGNIZING the close relationship between the freight and passenger business, Amtrak joined the Association of American Railroads on July first. While other AAR members share in the Associations's costs on the basis of freight revenues, the newcomer's payment is based on its passenger revenues. Aside from Amtrak, the AAR's membership includes 56 Class 1 railroads that operate 97 percent of the nation's trackage and produce 94 percent of the freight revenues of all U.S. railroads. Amtrak will not take part in the AAR's legislative program nor in its car service and freight claims work.

MORE MAIL ON TRAINS. A resolution urging an increased handling of bulk mail by rail carriers, particularly Amtrak, was approved by the Southeastern Assn. of Regulatory Utility Commissioners at a recent conference in Williamsburg, Pa., reports the National Assn. of Railroad Passengers, at 417 New Jersey Avenue, S.E., Washington, D.C. 20003.

The Commissioners feel that Amtrak's facilities "may be effectively used for the transportation of bulk mail . . . at a much reduced cost to the U.S. Postal Service." The resolution also states: "It appears that the additional revenue generated by transportation of bulk mail to Amtrak would greatly reduce the tax dollars now required for its continued operation."

Amtrak's mail revenues have increased steadily, from $1 million in 1971 to $2.5 in '72, $4 in '73, $6.2 in '74, and $7.3 million in '75, and Amtrak expects a significant increase in 1976. An additional mail car has been added to the Chicago-Denver segment of the *San Francisco Zephyr* and to the Kansas City-Los Angeles segment of the *Southwest Limited*. Also, fully containerized mail service has recently been introduced on Amfleet trains in the Northeast Corridor.

ACCORDING to Congressman Edward Madigan (R., Ill.), 80.8 percent of 30,000 voters replying to a survey in his central Illinois district said they would "prefer train to air transportation on trips of five hours or less if good trains were available."

BECAUSE Amtrak recently acquired an additional 722 miles of track and hundreds of stations, officials say it should improve services and facilitate the renovation of old depots. A massive series of property transfers which began April 1 under the Federal Rail Reorganization Act is continuing. Amtrak has been leasing much of the property from financially ailing rail lines.

Among the stations which Penn Central sold to Amtrak are those of the old New Haven in Mystic, Conn., and Westerly, R.I. In many communities Amtrak ownership will facilitate renovation of stations while preventing others from being torn down.

At Pittsburgh, highway planners wanted to tear down a station for highway construction and move the service outside the city, but this can now be prevented.

"As far as we're concerned," said one Amtrak official, "the last passenger station and the last passenger has been inconvenienced because of

the bulldozers of the highway department."

DURING House debate of H.R. 13601, the Amtrak Improvement Act of 1976, Congressman W.G. Hefner (D., N.C.) succeeded in getting an amendment approved which puts curbs on spending by Amtrak officials for memberships in country clubs and purchase of liquor for entertainment purposes. Referring to news stories about such expenditures of Federal funds, Hefner said, according to *The Locomotive Engineer*: "We in the Congress have the responsibility to control the spending of every penny in the Federal budget, including this public corporation which is operating to a great extent on public money—particularly at a time when the public is questioning the value of the privileges enjoyed by Federal officials."

PITTSBURGH welcomes the announcement of a $120-million development centered on the architecturally unique Pittsburgh & Lake Erie station across the Monongahela from the Golden Triangle. To be known as Station Square, the shopping, work, restaurant, hotel, and recreation area will be built with private funds under the direction of Pittsburgh History & Landmarks Foundation. The area near the Smithfield Street Bridge will be developed around a Victorian theme . . .

The project preserves a beautiful building completed in 1901, and designed in the Parisian Ecole des Beaux-Arts style of the transition from the Victorian to the Edwardian era.—*Pittsburgh Post-Gazette*.

Snack Bars and Diners

THE SLEEK *Metroliner* pulls slowly out of Union Station, writes Dinah Eng in *The National Observer*.

Its passengers mostly commuter businessmen, settle down for the ride home. The coach door opens and an old black man in white jacket and black bow tie appears. He walks down the aisle, rolling in the gentle rock of the train, and announces in his sing-song voice, "Snack car to the rear, folks. Snack car to the rear."

His name is Magor Hodge. For the past 34 years, trains have been his life. St. Louis, Montreal, Kansas City—he's seen them all, and train travel, as he's known it, has lost much of the magic it once had. Standing behind the snack bar, he pours a soft drink and dispenses his cellophane-wrapped doughnuts to passengers on the four-hour ride from Washington to New York.

In his earlier days he was a waiter on the trains' once-elegant dining cars. Crisp tablecloths and polished silver would invite the passenger to peruse a menu of continental cuisine as the countryside passed by the window. This car's bill of fare features a roast-beef sandwich, potato chips, and coffee, served in a small cardboard box. Dining cars are still around, but today snack cars are more the norm.

The diversity of food served on some Amtrak trains begins at breakfast. You can get fresh strawberries with cream on the New York-Chicago *Broadway Limited*, but not on the *Panama Limited*, running between Chicago and the Deep South, which has its own specialty, hominy grits, not served on the northern trains. And on the bilingual *Montrealer* you may have your choice of French *pamplemousse* or English grapefruit (which is the same thing, and still squirts in your eye if you're not careful).

How about lunch? An Amtrak train which runs close to the Mexican border offers a "*Sunset Limited* Special," a chiliburger served with chopped onions and cheese. One favorite on the *San Francisco Zephyr* is the steak sandwich on toasted French bread. Yankee potroast is a lunch favorite on the *Lake Shore Limited*, which links Chicago to both New York and Boston.

Dinner menus are even more diverse. Regional fish, for example. On the *Empire Builder*, which nears the Canadian border on its long run through Montana and North Dakota, the fish is northern pike. The *San Francisco Zephyr*, on which Denver is an important stop, serves Colorado trout. The *Coast Starlight* whose northern terminus is Seattle, dispenses broiled salmon. The *Lone Star*, whose southern terminus is Houston, offers Gulf red snapper. The *Broadway Limited* has halibut steak and the *Montrealer*, filet of sole.

Amtrak has redesigned its "Fun Food Train" children's menu and expects it to be a popular souvenir item. Featured for the under-12 set are such specials as the "Amtrak Express"—a peanut butter and jelly sandwich, a junior sundae, and a glass of milk, all for $1.

To alleviate the dinnertime crunch, Amtrak is promoting early dinner, served in dining cars between 4 and 5:45 p.m. The menu has a choice of two entrees. Food prices have edged up on Amtrak trains as they have in all restaurants. Dinner now costs $3.25 for filet of sole or $7.25 for 10-ounce New York cut sirloin steak (salad, dessert, and beverage included).

Testing Gas-Turbines

THE LONG ISLAND is a great railroad, but it's not likely ever to make money. So says 54-year-old Robert K. Pattison, the road's new president. In his first full day as chief of the nation's largest commuter road, he begged off answering certain questions about his plans for the system but pledged to make his top goal "the improvement of operations of trains and the performance of employes."

LIRR carries an average of 225,000 daily riders on weekdays but relatively few on Saturdays, Sundays, and holidays. Because of pressures to keep fares down and the need to use expensive equipment only a few hours a day during peak periods, Pattison said it was unlikely that he would make much of a dent in the projected $123 million deficit the line is expected to run this year.

A gas-turbine passenger train, which could revolutionize commuter rail service on the non-electrified lines within the metropolitan area, was introduced into LIRR test service on June 18th.

The four-car train, which was more than four years in development, made its initial test run from Oyster Bay to Penn Station. Because the train can run on non-electrical rails, it was the first time in the history of the railroad that a train on the Oyster Bay line was capable of completing a trip to Manhattan without requiring a change at the Jamaica station in Queens.

Eliminating the change at Jamaica for commuters from non-electrified areas served by the railroad is one of the prime benefits of the gas-turbine car. Each car generates its own power when in rural, non-electrified sections, but when it approaches electrified rails, a motorman merely flips a switch to turn off the gas turbine engine and the car proceeds on power supplied by the third rail.

The four gas-turbine cars were built by General Electric at a cost of $7.4 million. Four additional cars, built by the Garrett Corp. of California at the same cost will be placed into test service during the summer. The Metropolitan Transportation Authority, which owns the LIRR, and oversees the operation of the Hudson, Harlem and New Haven commuter lines, paid for 50 percent of the $14.8 million demonstration project.

The new cars are being tested on various branches of the LIRR and the three commuter lines of ConRail for up to 18 months. The MTA, at the conclusion of tests will decide whether to buy gas-turbine cars or electrify the tracks in rural areas. According to a General Electric spokesman, each gas-turbine car will cost about $1 million. Electrification of rails, estimates the MTA, would cost about $1 million a mile. Cost of electrification or the purchase of gas-turbine cars is expected to be 80 percent funded by the Federal Government.

PHOTOGRAPHS of the MONTH

A working president is Jack Showalter, owner and prexy of Alleghany Central, aboard private car *Blackhawk* with a West Virginia belle, Janice McClintic of Caldwell, at Intervale depot in Aug. 1975.

George Clinebell, Box 313, Ronceverte, W. Va. 24970

Dan Fink, 24 Seneca Ave., Geneseo, N.Y. 14454

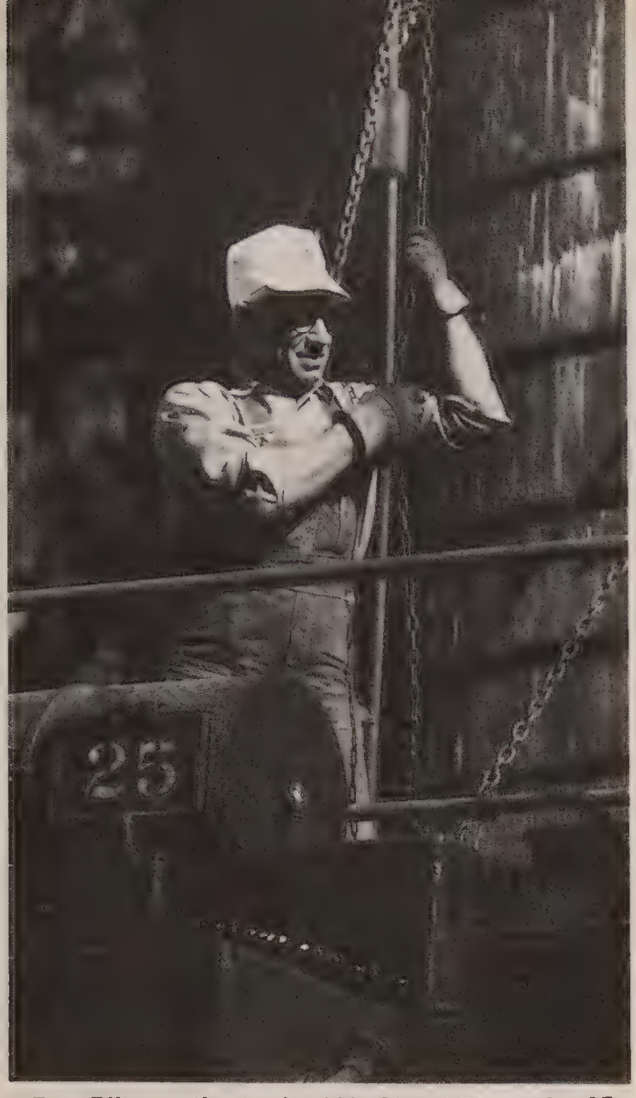
View inside new Cass Scenic R.R. shops in scenic West Virginia mountains shows oilburner No. 2 on left receiving new boiler while coalburning Shay No. 4 undergoes light repairs in foreground. Cass plans two weeks of a Fall color spectacular to Whittaker Station and Bald Knob, from Oct. 2 to 17.

Atlanta Chapt. NRHS ex-Savannah & Atlantic 4-6-2 No. 750 leaving Atlanta, Ga., on fantrip in 1974.

John W. Coniglio, P.O. Box 6312, Chattanooga, Tenn.

No. 86 005 heading northbound across the canal at Cathiron, north of Rugby, England, April 19 '75.

P. Grand, 17 Everest Rd., Rugby, Warwickshire CV22 6EX England



Ray Piltz on the tank of McCloud River No. 25 hauls on water plug chain at Bartle, Calif.

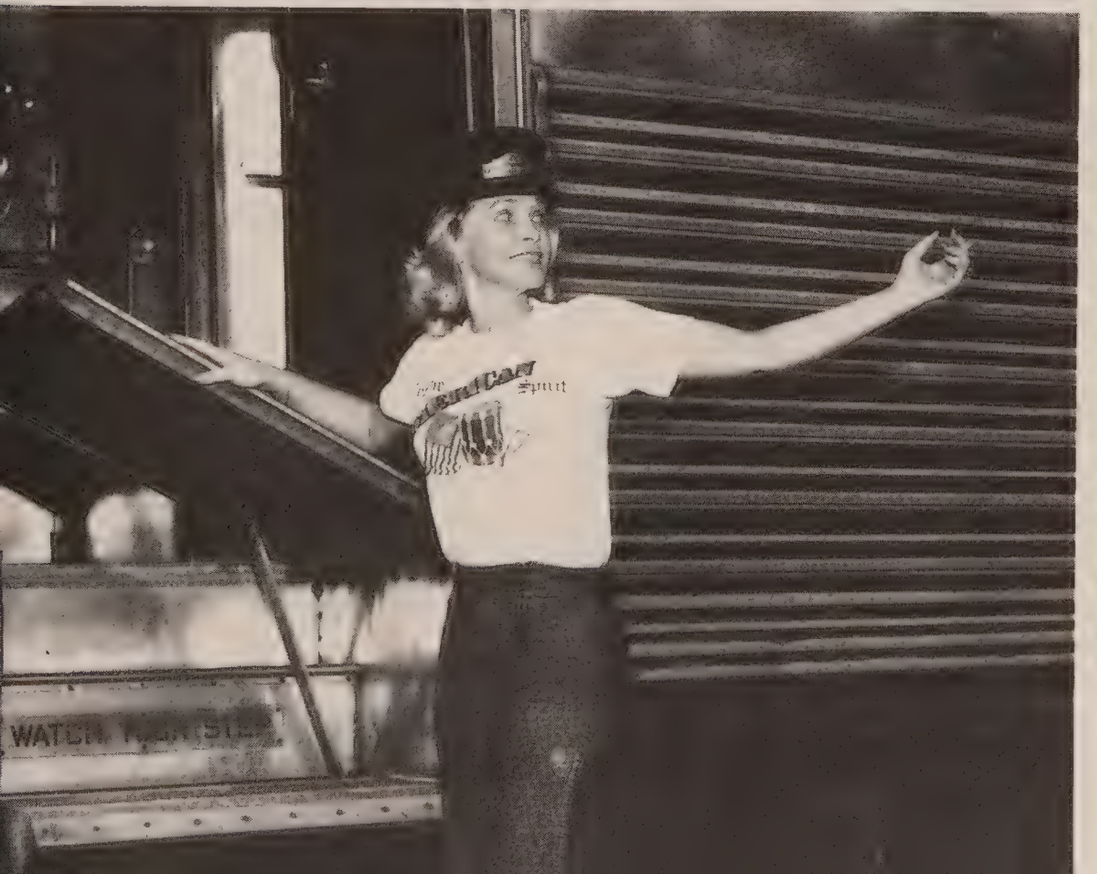
Virgil C. Staff, Box 268, Berkeley, Calif. 94701

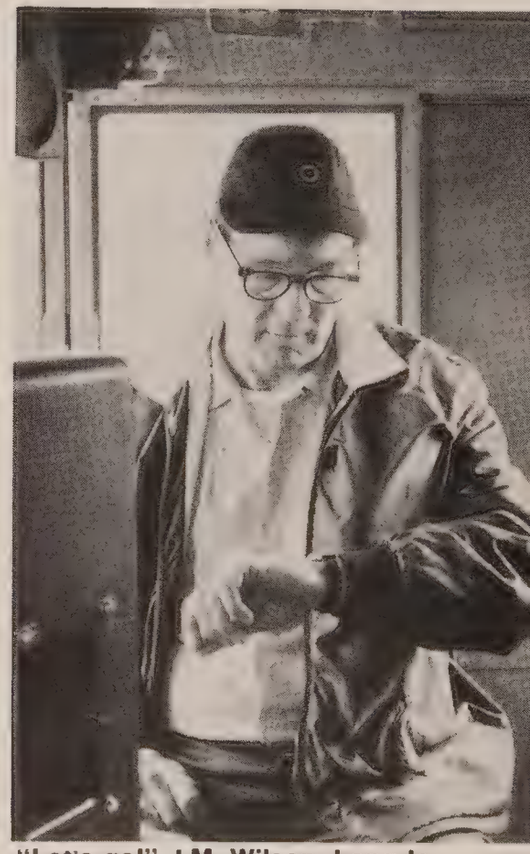
W.T. Morgan, P.O. Box 6469, Oxnard, Calif. 93031

Joy Burwell from Seal Beach, Calif., explores diminutive 0-4-2T on Calico & Odessa R.R. in ghost town of Calico, Calif., May 14, 1976. Locomotive was built in 1958, by G.M. Lovsted & Co.

Alabama Gulf Railroad Club, Inc., Chapt. NRHS, P.O. Box 1571, Mobile, Ala. 36601

Pretty Dixie belle Vivian Parden, member of Alabama Gulf Chapt. NRHS, prepares to help guests aboard an ex-Louisville & Nashville full-length observation/club car now owned by Bill Conway, prexy of the club. The fishtail stainless-steel car was one of five units open to the public for inspection as part of City of Mobile's Bicentennial celebration, May 8-9 '76. Bill also owns a five bedroom ex-IC Pullman observation and elderly 1924 dining-car viewed by public.





"Let's go!" J.M. Wilson, Long Island engineer, checks the time in cab at Huntington, N.Y.

H. Michael Yuhas, 103 Jefferson Ave., Port Jefferson, N.Y. 11777

The First Railroad Ballad Art Plates Ever Issued.

CASEY JONES
Casey Jones, mounted to his cabin
Casey Jones, with his orders in his hand.
Casey Jones, mounted to his cabin,
And he took his farewell trip
to that promised land

"The Ballad of 'Casey' Jones"
Shown 10" diameter, solid sterling silver with 24-karat gold inlay.

The legendary songs and pioneering spirit of the American Railroad man—commemorated by Master Engravers of America and Certified Rarities, Inc.—in solid brass, or solid sterling silver with 24-karat gold inlay.

A young and rugged country, forging a railroad that united East with West —the men who drove the spikes and the men who shoveled the coal— captured the imagination of every American. With each success his fame grew, and soon America had given birth to one of its most enduring folk heroes —the railroad man.

His triumphs became legend. His legends became song.

And now, in the beginning of our nation's third century, six special commemorative Railroad Ballad Art Plates will be issued in strictly limited edition to tell the story of those ballads so dramatically.

Entire heirloom collection designed by America's foremost locomotive artist.

Each commemoration in this series will be an original work of art by Robert Kern, America's most sought after railroad illustrator, whose work has been acclaimed "intricate in detail and unmistakably authentic."

Robert Kern, world renowned locomotive artist.

In this collection, Mr. Kern has vividly recreated the fabled men and events of the railroad era that made possible our nation's greatest growth. Each finely detailed art plate will depict —in the timeless art of the engraver— a different ballad.

Here are the famed railroad ballads —each an American classic— to be commemorated:

- The Ballad of John Henry
- The Ballad of "Casey" Jones
- The Wreck of the Old Ninety-Seven
- Big Rock Candy Mountains
- A Railroader for Me
- The Wabash Cannonball

Each sterling plate crafted by world-famous Towle Silversmiths, brass plates by Kent Silversmiths of Sheffield, England. Individually engraved by Master Engravers of America.

Each of the six silver commemorative art plates in the "Railroad Ballad" collection will be expertly crafted by Towle Silversmiths of Massachusetts. Each solid brass plate created by Kent Silversmiths of Sheffield, England. Master Engravers of America, for over 50 years one of the nation's most respected engravers of metal, will individually engrave, hallmark and number each plate.

The entire series will be authenticated, registered in the name of the subscriber and issued by Certified Rarities, Inc.

There will be only one edition. Absolute limit of 5,000 brass, 1,500 silver and gold plates, will enhance your investment.

To foster maximum appreciation of this collection, there will be just one edition. No second edition will ever be made. After all edition limits are reached, no more plates will be made. The art used to create these engravings will be presented to the Smithsonian Institution for exhibit and subsequent safekeeping in the National Archives.

"Songs of the Rails" A limited edition book to accompany this historic collection.

With the arrival —every second month— of a new individually engraved art plate, the collector and his family will come to a fuller appreciation of the railroad ballads and the role their heroes played in building this great nation.

Freeman Hubbard, editor, Railroad Magazine.

Because of the historical significance of this collection, a factual history of these railroad ballads, written by Freeman Hubbard, editor of Railroad Magazine and author of several books on railroading —will accompany this unique collection. But only if your order is for the entire series of six plates. The book will also contain photographs of all six plates in the series, along with complete lyrics of the ballads.

Order now to guarantee ownership at original issue price. Railroad memorabilia ranks high among collector's items.

Those who wish to acquire this valuable limited edition of all six Railroad Ballad Art Plates may pay for the collection over a con-

"A Railroader for Me"
Shown 8" diameter, solid brass.
"The Wreck of Old Ninety-Seven"
Shown 8" diameter, solid brass.
The Wabash Cannonball"
own 8" diameter, solid brass.
A RAILROADER FOR ME
THE WRECK OF THE OLD NINETY-SEVEN
THE WABASH CANNON BALL
JOHN HENRY
THE BIG ROCK CANDY MOUNTAINS
"Big Rock Candy Mountains"
Shown 6" diameter, solid sterling
silver with 24-karat gold inlay.
"The Ballad of John Henry"
Shown 6" diameter, solid sterling silver
with 24-karat gold inlay.

venient twelve-month period. These plates are also available individually. But only if you reserve your order now.

Despite the fluctuating prices of precious metals, Certified Rarities, Inc., guarantees subscription issue prices for all six plates in this set. The solid sterling silver plates with 24-karat gold inlay are available in two sizes. The 10" diameter plate available for $250 per plate. And a special 6" edition, solid sterling silver with 24-karat gold inlay is $100 per plate. The rare, 8" diameter solid brass edition is available at only $36 per plate. Subscribers are cautioned, only those orders within edition limits will be accepted. Orders received after limits are reached will, regretfully, be returned.

To assure receiving these beautiful engraved plates, complete the form below and mail it directly to Certified Rarities, Inc.

Your order will be acknowleged promptly.

RESERVATION

The First Railroad Ballad Art Plates

Edition limited to 5,000 engraved in solid brass. 1,000 sterling silver with 24-karat gold inlay, 6″ diameter. 500 sterling silver with 24-karat gold inlay, 10″ diameter.

Each approved plate will bear the hallmark of Master Engravers of America.

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Please reserve, in my name, Railroad Ballad Art Plates designed by Robert Kern and individually engraved by Master Engravers of America. To simplify my order, I have checked the choices I desire below.

CHOICE OF ACQUISITION PLAN (check one)

☐ Enter my order as a *series subscription.* I will receive one plate every two months, until my 6-plate set is complete. With the sixth plate I will receive Freeman Hubbard's book, *Songs of the Rails.* Spread my payments for the six plates over 12 months.

Engrave my set in:
____ Solid Brass, 8" diameter ($18.00 per month)
____ Solid Sterling, 6" diameter ($50.00 per month)
____ Solid Sterling, 10" diameter ($125.00 per month)

☐ Or, I want only selected single plates, as follows:

(Indicate quantity)	8" brass	6" silver	10" silver
The Ballad of John Henry	____	____	____
The Ballad of Casey Jones	____	____	____
The Wreck of Old Ninety-Seven	____	____	____
Big Rock Candy Mountains	____	____	____
A Railroader for Me	____	____	____
The Wabash Cannonball	____	____	____

____ Remittance enclosed $ ____ *

____ Bill my American Express Card Account for my choice of plates, after each plate is shipped.

____ Bill my Master-Charge Account.

CARD NUMBER

4-DIGIT BANK CODE, required only for Master-Charge.

EXPIRATION DATE

Name ____

Address ____

City ____ State ____ Zip ____

Signature ____

* Pennsylvania Residents add 6% state sales tax

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B

Lights at nightfall cast reflections on Lehigh Valley's *Black Diamond* on one of her last runs.
N. Kent Loudon, 10 Gum St., Buckhannon, W. Va.

I Was on the Last Run of the Famous

BLACK DIAMOND

by Sy Reich

BOARD! A few last-minute passengers are scurrying down the stairs from the brightly-lit airy concourse of New York's Penn Station to the dark, high-level, trackside platforms. There, on track 6, they enter a waiting train, the *Black Diamond,* and sink breathlessly into cozy seats.

The *Black Diamond,* at her inception long ago, was hailed as the world's handsomest streak of varnish. She is still handsome this fine May morning in 1959, though not as self-assured as she used to be, for the Lehigh Valley is abandoning its once-popular service between New York and Buffalo, and the *Diamond* is the flagship of that fleet.

I am riding her just before, in Lucius Beebe's words, she goes "down the long tangent and around the final curve into history."

THE *BLACK DIAMOND EXPRESS*, as she was called originally, got her name from a contest held by the Lehigh Valley management in 1896. The successful winner was one of the company's clerks, Charles M. Montgomery of Toledo, Ohio, who pointed out that the railroad was chartered in 1846 in answer to the need for transporting coal, or "black diamonds," from the mines to industrial plants and homes. For this suggestion Mr. Montgomery was given the princely sum of 25 dollars.

There were two *Black Diamond Expresses:* No. 9, westbound from New York City, and No. 10, eastbound from Buffalo, N.Y. Each made its first run on May 18, 1896, and each operated daily except Sunday. The run took ten hours.

Each train consisted of four cars of then-modern construction. Each had a combination baggage-cafe car 67 feet long, which included a library and men's writing and smoking room. Next came the kitchen and the dining section and then two Pullman cars. Finally, a superb Pullman Palace parlor car seating 28 persons. This was an observation car with rear plate-glass windows and wicker chairs. It had a ladies' retiring lounge equipped with a library, easy chairs, and writing desks.

Ornate Pintsch gas chandeliers supplied the lighting. There were steam heating and the then-new Westinghouse air brake. The cars

were finished in polished Mexican mahogany, with figured panels and inlaid beveled French plate mirrors. Ceilings were of novel Empire dome pattern, finished in white and gold.

For 44 years the *Black Diamond Express* upheld a tradition of comfort, luxury, and convenience. Her successor, the *Black Diamond,* was streamline-designed by Otto Kuhler. From its bullet-nosed locomotive to observation car she was painted Cornell red. Her coaches had rubber-sponge seats covered with soft mohair, fluorescent lighting, cushioned flooring to minimize noise, and a gay, harmonious color scheme. The porters wore jaunty uniforms of sepia with red, white, and black trim and the words "Black Diamond" embroidered over one pocket and in a red circle on their little sepia caps.

HER CONSIST on the final run in May, 1959, includes a Railway Post Office car, a mail-storage car, a parlor-diner, and two coaches for Buffalo as well as a coach and a parlor car to be cut off at Lehighton. One of the Pennsy's classic GG-1 electrics will wheel her through the 1.8-mile Hudson River tunnel and across the foul-smelling Jersey meadows to Newark, where a Lehigh Valley diesel will take over.

We leave Penn Station at 8:45 a.m., about five minutes late. Before entering the underwater tube we glimpse daylight between Ninth and Tenth avenues and some two-tone gray Long Island coaches and red-white-and-black New Haven ignatron locomotives, stored respectively at our right and left beside the Pennsy main line.

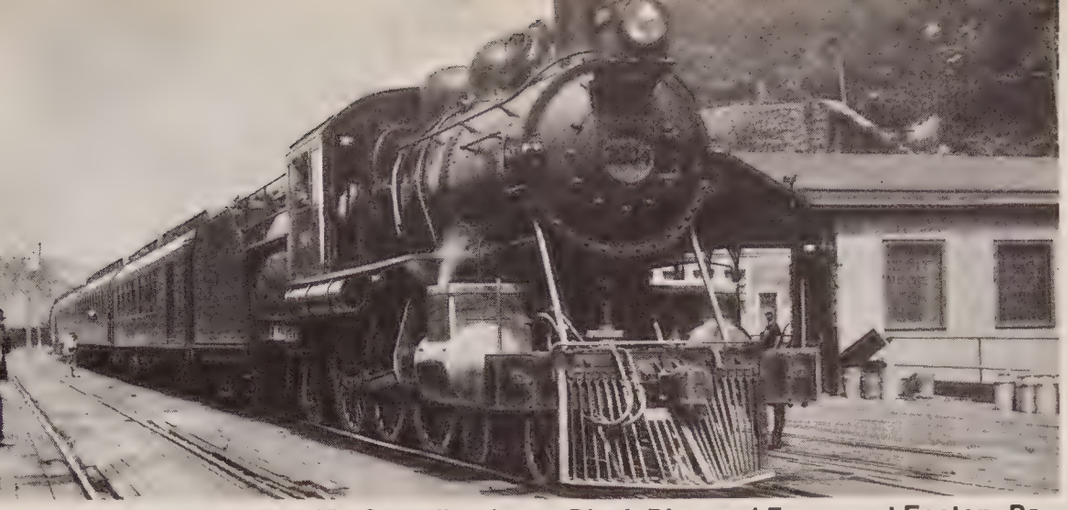
On the New Jersey side of the river the *Diamond,* a guest on PRR high iron as far as Newark, sweeps through eight miles of crowded railroading, crossing the Erie's Northern branch about a half-mile from the Susquehanna transfer, and Croxton yard and the Erie main line.

We roll above the Lackawanna's Boonton line and the Erie's Greenwood Lake Division, another commuter route, and an Erie siding and then above the electrified Morris & Essex Divi-

LV Camelback 4-4-0 No. 5 highballing an early century *Black Diamond Express.*
Collection of the late Walter A. Lucas

Photograph by David Plowden

Dining-car chef of the *Black Diamond* chats with servicing crew at Easton, Pa.



One of the fast Pacific Camelbacks on *Black Diamond Express* at Easton, Pa.
Collection of Walter A. Lucas

Streamlined 4-6-2 at speed with famed train during road's last years of steam.
Photograph by Wayne Brunbaugh

Photograph by Mike Runey

You could still enjoy riding behind Lehigh Valley's Pacific No. 2099 hauling *Black Diamond* 25 years ago crossing Susquehanna bridge at Towanda, Pa.

sion of the Delaware, Lackawanna & Western just in time to race one of their eight-car multiple-unit trains that is heading from Hoboken to Dover, N.J.

After a brief stop at the Pennsylvania's modern Newark station the GG-1 trundles us on past Hunter tower, then up a short connecting ramp to the Valley's main stem at NK tower. Here the catenary wire ends. The GG-1 cuts off and backs into a siding while a two-unit Lehigh Valley passenger diesel, built by Alco and General Electric, couples into the *Black Diamond* for the rest of the way to Buffalo.

At NK tower a Lehigh Valley official escorts me to the surprisingly roomy and comfortable cab of the lead unit, No. 613. He explains that Lehigh Valley passenger trains have been operating into New York's Penn Station over the Pennsylvania Railroad since World War I. Before that time they used the Jersey Central's Jersey City depot, from which Manhattan-bound passengers were ferried across the Hudson.

DIAGONALLY opposite NK is a large cleared area where once stood the Valley's Newark station. Since the switch to Pennsy with its more centrally located station on downtown Raymond Boulevard, this outlying depot has been leveled.

Car knockers check the train. Our gray-haired conductor gives toots on the shrill intercom whistle. High green! Four thousand Alco-GE horses spring into action as the engineman notches his controller.

Fireman E.J. Franc motions me back to the engineroom to watch him make a quick inspection of running equipment. He checks gages and controls, adjusts the train-line steam generators. Says we'll be back in the cab in time to help the engineman spot motorists who think they can tangle with 150 tons of locomotive at the Hillside grade crossings.

A sharp whistle sounds in the cab. This is an overspeed indicator. You hear it when the engine reaches the maximum authorized speed of 79 miles per hour. If the engineman does not idle the diesels then, an automa-

tic device takes control and puts him into emergency. The tight schedule between NK tower and South Plainfield, N.J., allows 16 minutes for 15 miles, start to stop. It means running at maximum authorized speed.

Beyond South Plainfield we pass No. 24, a commuter run from Lehighton. The Lehigh Valley had, in the year 1959, about 300 daily commuters, most of whom originated at South Plainfield or Flemington. This is about half of the total 650,000 passengers that the road was then carrying annually.

The Valley ran five trains, daily except Sunday, into and out of New York. According to company figures, these trains lost at least $4 million a year, which explains why the Valley wanted to end all passenger runs. Application was made to terminate them in January, 1959, but the ICC ordered continuance pending hearings.

At South Plainfield Jct. the LV's branch from South Amboy joined the main stem. This double-track freight line was once a very busy coal route from the Pennsylvania hills to tidewater, but the lessening use of coal and the erection of larger, more modern coal-unloading facilities by the Jersey Central and Pennsy downgraded it.

AT MIDDLESEX we pass an important GATX tank-car-repairing shop. For a while we traverse a stretch of steel parallelling, to the south, the Reading Company's Port Reading branch and, to the north, the main line of Jersey Central's Central Division.

At Bound Brook Jct. on the Central the Reading route to West Trenton diverged, crossing the LV at grade, joining with the Reading's Port Reading branch, and heading for Philadelphia. The Jersey Central and the Lehigh Valley followed a similar direction for the rest of the way to Wilkes-Barre, Pa.

As the *Diamond* accelerates from the 50 mph restriction at the Junction, we note that the industrial and suburban area of metropolitan New Jersey is being replaced by rolling countryside. After a pause at Flemington Jct., a Valley commuter station, we reach Lansdowne to begin a six-mile climb to Musconetcong tunnel. For many freights the climb to this one-mile bore required helper service operating out of Easton, Pa., but the 4000-hp passenger diesel easily wheels the *Black Diamond* into Easton, once famous as the site of LV steam locomotive building shops.

Easton was an important junction between the Valley and the Pennsy's Belvidere-Delaware branch, over which the Lehigh & Hudson had trackage rights, and the Jersey Central. Here, too, the LV maintained a dining-car supply depot.

At precisely 10:24, two short whistle blasts announce the end of a brief stop, during which our dining-car is serviced, our mail, express, and baggage unloaded, and passengers embarked and disembarked. Right on time, five minutes made up.

At Easton we begin a journey through the lush Lehigh River valley, from which, over a century ago, the railroad tooks its name.

Shortly after passing Richards yard, where the Lehigh Valley expanded from two to four tracks so that freights could avoid the passenger stations and curves at Bethlehem and Allentown, we see the giant Bethlehem Steel mills at Bethlehem.

Between blast furnaces and open hearths we discern the yellow-and-red diesels of the Philadelphia, Bethlehem & New

Last call for mail on *Black Diamond's* final westbound run at Bethlehem, Pa.
Photograph by David Plowden

It was an overcast day when Lehigh Valley train No. 9 arrived at Bethlehem.

Photographs on this page by Sy Reich

England Railroad, a rather ambitious title for a road owned by and serving the steel plant. At this city so much mail is transferred from a Reading RPO to the *Black Diamond's* RPO that we pull out of Bethlehem 30 minutes late.

On the opposite bank of the picturesque Lehigh River, the CNJ main line runs between Easton and White Haven, Pa. Pretty soon we see the Jersey Central's Bethlehem-Allentown yard—the first yard anywhere to be equipped with a hump and car retarders, and more recently enlarged and modernized.

JUST BEFORE reaching Allentown, at one time our nation's capital, we cross the Allentown Terminal Railroad. This line gave Jersey Central passenger trains access to Allentown Union Station (with the Reading) and permitted Reading engines to pick up and deliver freight to the Jersey Central yards at Bethlehem.

At 11:32 we leave Allentown, 23 minutes late. After ducking under the Lehigh & New England bridge at Palmerton and passing opposite the Chestnut Ridge Railway, property of the New Jersey Zinc Company, we arrive at Lehighton, a Lehigh Valley division point. Here we meet the Valley's RDC-1, which made connections for Hazleton, Pa. Originally the Valley owned an RDC-1 and an RDC-2 but sold the latter to the Canadian Pacific.

After changing crews, the *Diamond* is off again, rolling under the CNJ main-line bridge and alongside the Valley's yard and engine terminal. We stop briefly at Jim Thorpe, which was renamed from Mauch Chunk in honor of the great American Indian athlete who lived there. Looking across the Lehigh River, we see the Jersey Central's division point, yards, and engine terminal, and higher up the mountain a scar left by the famous old gravity switchback that used to haul vacationists to and from a popular rustic dance pavilion.

We leave Jim Thorpe about 32 minutes late, to start a long winding trip into the mountains. This river valley trail, through country inaccessible to automobiles, is one of the most beautiful stretches of railroad in the East. LV shared the valley with Jersey Central, crossing from one side to the other to gain footing in this rugged terrain. There are tough grades and sharp curves.

AT ONE POINT the river undercut the roadbed, threatening to wash it away. Resourceful LV engineers lowered several loaded hopper cars into the river to save it. This strategy worked. When the river was low you could see the hoppers turned sidewise in the water, standing guard over the right-of-way.

Bound for Buffalo from New York City, *Black Diamond* met at Lehighton by Hazelton, Pa., shuttle.

After a quick stop at White Haven, still 31 minutes late, we pass Glen Summit Springs, altitude 1739 feet, highest point on the LV main line, and begin a 1000-foot descent into Wilkes-Barre, a division point. The Jersey Central forked from the Lehigh Valley at Wilkes-Barre, going through Penobscot and the old Ashley Inclined Plane, the original alignment of which was so steep that cables had to pull the cars up the hill.

Near this point the LV freight and passenger lines separated. The freight proceeded through Avoca, an Erie, Delaware & Hudson, and L&WV interchange. The passenger line descended into Wilkes-Barre.

There the *Diamond* stops opposite a weather-beaten station, a sign on which proclaims, "The Laurel Line—Fast Frequent Service to Pittsburgh and Scranton." But this line, the Lackawanna & Wyoming Valley, once owned by the DL&W, has ceased to run passenger trains. It used to provide electric interurban service and boasted the original Baldwin-Westinghouse electric locomotive, built in the 1890s. The LV itself used an old but clean station that saw activity six times daily.

From Wilkes-Barre to Sayre the railroad levels out, following the lovely Susquehanna River as far as Pittston, then striking out along the flat expanse of upstate New York for the rest of the trip to Buffalo.

We make up eight minutes of lost time between Sayre and Ithaca, and fourteen more before reaching Geneva, but at the Manchester, N.Y., yard the de luxe *Diamond* is stopped by dragging equipment.

Somehow, it seems, the front steam-hose connection on the leading diesel became disengaged from the safety bar. This could cause a derailment if the hose were entangled with a switch or ties on a bridge. Aided by yardmen, the *Diamond's* crew makes temporary repairs by wiring the loose hose to the locomotive pilot. Another delay, fifteen minutes, but this one is in the interest of safety.

At Depew we roll past the junction with the Valley's line to Suspension bridge over which the *Maple Leaf,* operated jointly by LV and Canadian National, rumbled on its trip between New York and Toronto. Finally, at exactly 7:40, one hour later, the *Black Diamond* pulls majestically but sadly into Buffalo and unloads her passengers at the Valley's newly-built station.

AS YOU read these words, nothing is left of the *Black Diamond* but a proud tradition, a few menu cards and timetables, and a flock of photographs. The train herself has been blacked out permanently, along with a lot of other passenger service throughout the nation.

One by one, most of the great name trains, like the *Black Diamond,* have been shuffled off into eternity, leaving behind their bright legends and some wide gaps that, for true railfans, will never be filled. ●

Photograph by David Plowden

Even on its last run, the *Black Diamond's* dining car served good meals.

SMART BOOMER

by HARRY BEDWELL

HARRY BEDWELL was a boomer telegrapher, train dispatcher, short-story writer, and author of one book, *The Boomer,* now out of print. His "Smart Boomer" first appeared in *The Saturday Evening Post,* which released to Harry the reprint rights to his stories. He died Oct. 4, 1955, while pounding brass for the Southern Pacific. His widow, the late Lorraine Bedwell, granted us reprint rights.

EDDIE SAND, slightly battered, came into the chief dispatcher's office at Little Grande, moving like a cat in a strange back yard, on the prowl, cautiously belligerent. Passenger conductors on the west end of the Anaconda Short Line hadn't been obliging with free rides on the cushions, and freight skippers and their enginemen had threatened him with violence when asked for a lift in cab or caboose.

This lack of tact was a rare and humiliating experience to a young veteran of the iron highway on tour. A rambler was entitled to the courtesies of the rail when a crew was all hitched up and going his way. Eddie had covertly ridden anyhow, but it hadn't been clean or comfortable. He was therefore resentful and punitive, and he had paused to retaliate.

Thornton Updike, the chief, looked at him once, a quick, sardonic flick of shrewd eyes. There was considerable slim length to Eddie, and the glint of red in his hair might mean something. Updike placed him at once as a boomer telegraph operator, that restless breed of railroaders always going someplace else.

Lately, the drifters hadn't strayed to the High Desert Division. The crews had discouraged that emphatically. They hadn't succeeded with this one, but his disheveled appearance showed he'd come the hard way.

Updike considered craftily. He needed another operator of just the right sort, but it wasn't likely this boomer would do. The west end was at the time involved in too much grief to add to it an equivocal, benighted casual. Yet that long string bean might be the answer to his impious prayers. His nod invited Eddie to wait.

The low sun thrust bars of hard light into the long room. A dozen telegraph instruments chanted a frantic cadence. Preoccupied operators sprawled before typewriters, swiftly punching out messages with indolent indifference. The trick dispatcher brooded over his train-sheet at his narrow table.

Train and enginemen of a freight crew wrangled morbidly over their report of a mishap that had befallen them on the run just completed. The yardmaster shambled in to verify the make-up of an impending hotshot.

Eddie Sand took a tattered book from his pocket and sat down on the bench by the railing. He started in reading with grim tranquillity.

TOM CONOVER, engineer of the freight crew, disengaged his stubborn mind from a deliberate study of their accident report, written by the conductor and contributed to by the glib observations of the other four, and scowled to himself.

"Seems to me we had only one mischance," he grumbled, "but this account of it sounds like there'd been a dozen." He breathed heavily. "I hope it sticks."

His baffled glance fell on Eddie and frosted. His large face puckered under the stress of vinegarish reflections. He seized his conductor by the arm and pointed. Inarticulate sounds became plaintive words.

"Ain't that the brass pounder who caused us this grief?"

Conductor Allen stared. "Yes," he said, and wheeled on his two brakemen. "Did you let that smart boomer ride with us, after all?" he demanded.

The two shacks denied it with hot indignation. "We left that guy at Felicity," the hind man declared. "I saw him when we pulled out."

"Yeh," stormed Allen, "but he couldn't have come in with anybody else and be here now."

"Listen, chief," Conover implored, "this is the tramp lightning slinger who caused an accident. We turned him down when he asked us for a ride. Then he sneaked aboard anyhow. But the

joke was on him," the hogger brightened, "because we set out the car he was ridin' in at Felicity, and when I saw him unload there I heaved coal at him. I left the engine drift while I was so engaged. Which is when it cornered the boxcar what hadn't cleared on the house track."

"What joke was on who?" Updike inquired acidly.

The crews were dubious and resentful of smart boomers. The brittle and hard-bitten drifters knew train-operation rules and were obstinate about applying them. During a protracted period of disorganization, these mountain men had tossed the book away. Like spirited horses given a slack line, they'd run off with this outfit if not checked and disciplined. Now that a new set of officials rode the swivel chairs, they wanted no intruder on the line who might throw in with the brass hats.

Updike knew the answer. The men should have their ears bent forward. But not knocked down. You couldn't blast that organization without destroying it. These men were rough and tough, but competent.

There hadn't yet been any definite adjustments between them and Stewart, the new division superintendent sent from the East, but a decisive understanding was rapidly approaching. When it came it would be abrupt. Stewart was the kind of official who would likely dynamite. Updike, bushy and gray and wily, was trying to contrive a balance. He studied Eddie Sand covertly.

Conover muttered, "It's funny what rubble the chief allows to clutter up his office." He glared at the boomer.

THE HOGGER bulged from his straining overalls, but Updike knew he was as hard as nails. Conover couldn't endure a day without eight meals and snacks. Usually he boiled with energy. But he was inclined to relax heavily after a bulk of victuals. From the way certain incidents had occurred out on the line, Updike suspected the engineer napped in his cab while running. Authority had been that badly shot.

Billy Lomax, the fireman, chanted, "Run him through the wringer and see what comes out."

The chief gave the studious boomer a cautious glance. Eddie was apparently absorbed in his book, oblivious of the ribbing. But the raucous tones were meant to be overheard, and he couldn't have missed the remarks. His lack of resentment was disappointing.

A breathless switchman thrust his head in the doorway and his roving eye speared the yardmaster.

"Hey," he sputtered, "what do we do with that car of hogs Seventy-six brought in?"

The yardmaster ruminated. "Hogs?"

A quiet, penetrating voice interrupted his cogitations. It slithered through the room above the chatter of the sounders.

"I'd say to switch 'em down to the yard office and have somebody take the hogs' brains out," the voice remarked. "That way they make good enginemen and fair conductors. Better than most."

It sounded ventriloquial, coming from the boomer's impassive lips. He didn't raise his head from his book. Everybody stared about for the origin of the observation. Then vindictive eyes began to center on Eddie. He read on placidly.

The silence thickened. A locomotive hooted derisively down in the yard.

Thornton Updike spun in his swivel chair. "Did you want to see me?" he asked Eddie abruptly.

Eddie marked his book with a burnt match. Updike liked the way he got his feet under him. The tinge of red in his hair seemed charged with hostile voltage. The set of his head was slightly arrogant. You got that way when you mastered your craft.

"Need a good telegraph operator?" Eddie inquired briefly.

Hank Durban, the trick dispatcher, snickered; but Updike quelled him with a look. Durban wasn't certain how he might come out of the impending shake-up. Meanwhile, he was trying to throw in with the crews.

Eddie lifted an eyebrow. "Does it sound funny to you when a good operator asks to go to work for this outfit?" he asked.

The trick man turned pink.

"I've got a job for you," said the chief, "if you're used to obeying rules and orders."

"That's what they're made for," Eddie said.

Updike flicked him another glance and slid a ten-dollar bill across the counter. "Till payday," he remarked.

Eddie's eyes became bleak. "I'll get by," he said.

Tom Conover moaned. "If he takes the ten-spot, chief," he protested, "he'll spend it on a bender, and you'll never see him again."

Eddie smiled at the hogger. "Mebby not," he decided, and picked up the money.

THAT DIDN'T create any fraternal feeling for Eddie on the west end. The division was immediately assured that he was a brass hats' man, and the crews were as subtle as a sledge in showing him that they thought so. They tried ways to break him down, but they found at once that he knew the book and was intolerant of operating frauds within his jurisdiction.

Conover encountered this first at Sulphur, where Updike sent Eddie as relief night operator. The hogger was coming west that night on Extra 3814, and Eddie had an order for him, giving him more time on Nine. Just before reaching Sulphur, the engineer absorbed four thick sandwiches within a mile and an eighth, and was relaxing as he approached the station.

When the headlight showed, Eddie got out on the platform with his lantern and copies of the order clipped to hoops, ready to hand them up to the engine and the caboose as they went by. His order board was red, and as the extra approached he swung his lantern in a highball, notice to the engineer that he had an order that would clear the board.

But Conover didn't reply to his sign, and he didn't check his speed. Eddie considered he was being hard-mouthed, just to show him he didn't have to go through the routine of signals the book prescribed. But the engineer should have eased up a little. It was slightly dangerous to stand close to a speeding engine and

deliver an order on the fly.

When the locomotive blasted down on him, Eddie stepped in and held up the order hoop with his lantern alongside to mark it. There was a sucking breath of hot oil and steam, and cinder dust whipped into his face. The engine slammed past. But no one snatched the hoop.

Eddie glimpsed Conover leaning on the arm rest at the window, his head bobbing on his chest, oblivious of the proffered hoop. The head end had missed the order.

Boomers get about, and he knew the answer to that one. He began to swing his lantern in a washout as the tail light on the caboose swam toward him. The brakeman was on the rear step ready to snatch the order, but Eddie didn't offer it.

The trainman yelled profanity as he whiffed by. Then he darted up the steps and pulled the air on his engineer. The brakes went on with a wham, and the line of wheels sparked as the shoes grabbed.

They stopped a half mile out of town, then backed into the station to pick up the order.

Conover and Allen conferred outside, then stormed into the office.

"Listen, smart boomer!" Conover yelled. "Don't you know enough to deliver the order to the caboose when we miss it on the head end?"

"It don't say so in my book," Eddie said softly. "Mebby, when there's an attempt to grab it from the engine, and it's not an order full of dynamite. But when nobody even tries to get it from the cab, then something's haywire, and I pass."

"My dumb fireman didn't wake up that we was coming to the station," Conover raved, "and he wasn't out on the step to snare it. You want to get the kid in trouble?"

"If you'd whistle for the board," Eddie suggested, "and answer lantern signals, your fireman'd know where he was at."

Conover stamped back to his engine and hooted out of town.

THEREUPON the boomer OSed Extra 3814 to the dispatcher, in and out, and Hank Durban shot back: "How come he stopped there?"

"The head end missed the order, and he had to come back and get it," Eddie told him.

"I'll bet you were alseep and didn't get out in time to catch the head end," Durban made the sounder snap.

"You turn it any way you think you ought to," Eddie gave him cheerful permission.

Durban did report it as a possibility. And Conover raised his voice at headquarters and said more than he intended.

Fussy Roy Neff, the new trainmaster, got a confused notion of the incident, and had them all into his office for questioning. Nobody was much concerned abut Fussy Neff. Conover could talk louder and more glibly than the trainmaster.

Billy Lomax, the fireman, in confusion and juvenile loyalty, got the blame and ten brownies. Eddie answered only what he was asked and was given twenty brownies and ominous words of warning from Neff.

Updike, who had sat in as an observer, caught Eddie in the hall after it was over.

"I guess Neff forgot to ask you did Conover pass you any signals as he approached your station?" The chief made it an interrogation.

Eddie considered. "He didn't ask about that, did he?"

Updike eyed him sharply. "Durban turned you in as being asleep on duty," the chief warned.

"Yeh," said Eddie; "he told me he was going to."

Updike was slightly exasperated. He had a suspicion of what had actually occurred and he wanted the truth brought out. But he decided he'd better not crowd the boomer. "You are through at Sulphur tomorrow," he said, "and then I'm sending you to Pyramid."

"Okay," said Eddie.

He might have taken that as a rebuke and a punishment. Pyramid consisted of a station, a semaphore, and a passing track, overhung on the east by lonely Pyramid Peak, and threatened by drifting sand dunes from the west.

The remainder was flat and vacant desert. Not a thing else, save when a train roared past. None of them stopped, except to take siding to let an opposing schedule by. A one-man day job, with a call bell which the dispatcher could ring with selectors if he wanted the operator when off duty at night. You'd get to talking to yourself in time.

But Eddie could get along with himself. He read a good deal in the office at night. The telegraph instruments on the long table beside him babbled of the traffic on the high iron; and even as he read, the telegrapher's part of his mind absorbed from the chatter what was moving on the division.

THAT NIGHT, he knew Conover was coming west on a banana special, thirty refrigerator cars, a light hotshot rambling fast.

On the other side, Ninety-two was slogging up the grade, a doubleheader with a hundred loads. The helper engine, a 4-8-4, would be cut off at Highpoint. It was mostly downhill from there, and one engine could handle her, with luck.

Then Conover ran some hot journal boxes, because he was wheeling them too fast, and he was badly delayed. Hank Durban was raving at him and at all the other crews out on the division, when Eddie Sand blew out the lamp and went to bed.

At 10:50 he was torn from sleep by the dispatcher ringing his call bell. That mad sound clamored through the dead quiet of the desert like an alarm. Eddie fell out of bed and stumbled blindly through the kitchen into the office. He shut off the bell and lit the lamp and answered the wire. Durban was in a tearing hurry.

"Is the banana special in sight?" He made the sounder storm.

Eddie uttered a sleepy "No."

"Take an order to him," Durban snapped, and began to send it.

Eddie stopped him by opening the key. This was coming too fast when you'd just been jarred out of sound sleep. You don't take chances when the trains are rambling. The close ones have made you cautious.

"Wait a minute while I listen for him," he sent back.

Durban made the sounder yell. "I've got Ninety-two at Highpoint set to go. You're holding him up."

But Eddie went out into the crisp

starlight. There wasn't even a breeze, and the silence was so clear it tingled. The thin air bit through his pajamas like acid. A faint glow spilled over a shoulder of Pyramid Peak. The sibilant far whisper of an exhaust crawled along the mountainside. You got a feeling of unleashed, thundering power from that creeping purr. He went back to his key.

"Yeh," he sent, "he's coming."

Durban rushed into the order, but Eddie checked him again.

"Wait till I get a light in my order board," he said.

Durban boiled over. "You're holding up Ninety-two," he chattered. "You railroad like an old hen. You can put up your light after you repeat the order. He's not that near."

"It don't read like that in my book," Eddie answered him.

"Smart boomer!" Durban raved. "You'll tell the chief about this delay."

BUT WHEN Conover was riding the line, you had to get all set for him. Eddie put up the semaphore and lit the light. He fired his lantern and got out a fusee and two track torpedoes and laid them on the table. Then he told Durban to go ahead with the order.

The dispatcher tore it off like ripping a rag. It changed the meeting point between Ninety-two and the hotshot from Highpoint to Pyramid, and when the two operators repeated it, Durban told Highpoint to tell Ninety-two that he'd have the special in the clear for him at Pyramid so he wouldn't have to slow for the short grade beyond the station. Then he instructed Eddie to head the hotshot into the passing track.

Eddie considered the whole setup as slightly slippery. Durban had somehow overlooked his hand in not changing the meeting point of the two trains farther down the line, when it wouldn't have delayed either of them.

That, in turn, had caused him to go out on a limb now, telling Ninety-two that the main line through Pyramid would be clear for him. The engineer would take Durban's word for it, but a dispatcher can't always make things come to pass a hundred miles from headquarters.

Presently the concussions of Conover's blaring stack climbed high on the Pyramid. Eddie took up his lantern and the fusee, dropped the two track guns into his pajama pocket, and went out onto the platform.

The headlight of the banana special moved along the mountain wall beyond the last ridge. The roll of her exhaust beat against the stars. Conover had her latched out. Then the headlight moved into sight.

The hogger didn't shut off when he tipped the rise and swung down the grade toward the station. And he didn't give any sign that he saw the red light in the semaphore against him as he approached. He wouldn't be expecting Pyramid to be open at this time of night, but he should be alert to everything ahead. Eddie began to swing his lantern. Conover didn't check or answer.

Eddie got a chill in the back of his neck that didn't come from the atmosphere. He tore off the cap of the fusee and scratched it alight. He stuck the wire point into a tie as the red light inflated into a misty balloon. But the engineer didn't acknowledge it, and the exhaust didn't ease.

Then Eddie caught the low moan of a whistle to the west, and Ninety-two's headlight flourished in a bright halo over the dunes. He could tell by the way it swept the arc of a curve that the engineer was pouring it on so as to make the short grade the hotshot was now descending. The chill in the back of his neck slid down the length of his back. This was going to be tight.

He squinted in the stab of light from the hotshot. Conover might have loosely thought at sight of the board against him and the lantern on the platform, that Eddie had an order for him that would clear the signal. But he couldn't miss the peremptory fusee if he had half an eye ahead. It bloomed like a bonfire.

NINETY-TWO's loud whistle shrieked in again above the roar of the hotshot. The yell of it ruffled the air under his ears and made them stand out. He fumbled track torpedoes from his pocket as he stretched out in a long-legged gallop to meet the plunging special. He lost a bedroom slipper at the second jump.

But that call from the freight train behind him was like a typhoon that caught his extended ears and shoved him forward as if they'd been sails. He didn't pause to recover his footgear. The other slipper slid about on his foot and hampered him. He kicked it off as he ran. He dug his bare feet into the cinders and held his breath and stepped up his speed.

You can't judge accurately the speed and distance of an approching train when you are sprinting to meet it with the headlight in your eyes. He cut it fine. He was near to a collision with her when he stopped in a skid. He stooped and clamped one of the track torpedoes to the rail.

He'd barely ducked clear of the main line when the locomotive whiffed past him. The torpedo went off with an explosion that tore across the flats and dunes like a banshee.

Time got lost somewhere in the high desert while the refrigerator cars clattered by, and Eddie, strangling on thin dust, stood and waited for the blast of the torpedo to jar Tom Conover out of his heedlessness. Then compressed air sizzled. The brake shoes took hold, and a line of rolling wheels was ringed with fire. The cars rocked and bucked like wild steers.

He crammed air into his lungs and watched the tail light soar at him. He ran with the convulsing cars and snatched at the rear-end grab-iron when it arrived in the dark. The iron scorched his hands as they slid up the curve of the grab, and his bare feet stung as they slapped on the bottom step of the caboose. The brakeman had slammed out the rear door. He goggled at the spectacle in pajamas that was cast up from the smoking dust.

"Get your train in the clear!" Eddie yelled. "Ninety-two's coming close and expects to find you on the siding!"

The station platform swam under him and he dropped off. The special grumbled on, slowing to the stubborn clamp of shoes. The brakeman swung down at the passing-track switch, and the green light on the stand flared red

as he pushed the handle over. His lantern cut streaks in the dark as he signaled his engineer to back up. He'd seen the glow of Ninety-two's headlight over the near dunes.

The hotshot grunted to a stop. The desert silence throbbed at the temples. Then the air pump hammered as it fought for pressure to release the clamped shoes. Air sneezed at last and the reluctant brakes slackened. Drawheads mumbled as the engine stamped hard in reverse. The tail lights on the caboose bobbed and crawled back toward the siding.

Ninety-two's headlight blinked into sight like a damp moon. Above the slow blasts of the hotshot's stack you could hear the churn of the long freight's exhaust. The engineer was wheeling those hundred cars to make the short grade out of the station.

WITH THE HOTSHOT'S headlight stabbing his face, Ninety-two's engineer should by the rules have brought his train under control immediately. But they'd thrown the book away on the west end.

Time got lost in the solitude again while Eddie waited for a sign that he'd checked. He knew why the hogger hadn't brought his train under control. The dispatcher had told him the special would be in the clear. If events disproved what Durban had prophesied, that would be up to him to explain.

For some reason, the hotshot had come up the main line to back into the passing track, instead of heading in. She was still showing her headlight, so she hadn't cleared. But, on the word of Durban, she certainly would before he got to her. If he checked all those hundred trailing cars too much, he'd have to double the hump. The sound of her exhaust eased, but he didn't touch the brake-valve handle.

Tom Conover worked his engine with a sure, hard hand. He didn't fumble. He didn't slip a driver as he picked up his short train and shoved it back through the open switch. He knew the exact ounce of power she'd take. The engine didn't falter as Ninety-two snaked at them. The bark of the stack multiplied and deepened to a savage roar.

You couldn't stop the rolling string of a hundred loads on that grade by wishing. But Eddie tried, standing on the platform shivering in pajamas and bare feet. He didn't realize exactly when Conover had begun to screech his whistle. The racket of it was just an added note to the rest of the clamor.

But immediately thin spurts of fire flickered for the length of Ninety-two as the engineer at last gently touched the brake-valve handle. He had come in close before he realized it, with the hotshot's headlight blinding him, and now he had to fight to keep off the special's head end.

Time didn't register, but Ninety-two had suddenly eaten up the gap between the two trains. The hundred freight cars crowded and jostled the engine, nudging her jovially, whining at the tightening restraint of brake shoes. The engineer couldn't give the lunging line a full emergency application with out risk of throwing his train all over the desert. He had to juggle it, to check and check again with fingertip precision, hold them back and keep them on the rails.

The hotshot choked and stumbled once as Conover's exacting hand urged her too hard. Then the engine took up her smooth thunder again as she scrambled to avoid the lumbering avalanche at her pilot. She fought valiantly to be clear of the high iron. The beams of the two headlights dilated around the locomotives. Ninety-two inched up.

The brakeman was stooped over the switch stand, the handle in both hands, ready to flip the points over and separate the nuzzling pilots if the hotshot cleared. If she didn't, he'd be included among the resultant splinters.

The mountain men were rough and tough and headstrong, but they could handle their trains in an emergency, and they took the hazards as an item of the job. When they had to, they split the seconds to cram all the incidents into the fraction of time allowed to clear.

Eddie caught a shadowy movement at the switch stand. Ninety-two's headlight detached itself and stared at him as the engines broke apart. The engineer cracked his throttle at once. The monster took up her deep belly laugh as the blast of the hotshot died. Drawbars grunted and strained as the hogger shook out the slack. The whistle yelled once in high derision. Ninety-two roared past the station, storming for the grade. The hotshot subsided on the passing track.

Eddie uncurled his cold toes and grinned. "A very good performance," he decided, "but they'll throw the book at you for it."

NEXT MORNING, Mr. Updike realized, with Stewart's abrupt summons, that the superintendent was prepared to dynamite the participants in the affair at Pyramid. The Old Man was going to hold a hearing himself, and at last he was all set for a cleanup.

The chief had to do most of the listening at that ominous interview, but he managed a crafty suggestion.

"That boomer operator," he offered. "He thinks fast on his feet, and he plays them close."

Stewart growled, "If he hadn't, we'd still be picking up the pieces. He's in the clear." The he caught the allusive spark in the chief's eye, and he demanded suspiciously, "So what?"

"Smart boomers get around," the chief considered, "and they're hard to fool. He's in the clear, all right, but he could enlighten us a good deal on what actually happened, if you'd ask him. He won't lie, but he won't give you any more than you ask for."

Stewart said, "Yes?"

The hearing was as frigid and as noncommittal as the crews could make it. They realized that this was at last a showdown, and they held to a blind faith that they could cover up. Superintendent Stewart had to chisel fragments of evidence from them with cold and biting steel.

There was a chance that the worst hadn't been proved when Eddie was called. The men studied him sullenly. He could line up with their tactics and likely save several jobs. But they'd always said he was a brass collars' man. They hoped now they'd been wrong about that.

But Eddie began at once to

show how right they'd been. For the first time that day Stewart got brisk and received prompt replies to his volleyed questions. The operator neither hedged nor expanded. He stated. And his statements were damning to all concerned.

A thickening cloud of hopelessness and resentful silence gathered among the men as the examination buzzed on endlessly.

The boomer was laying it all out there before the Old Man exactly as it had happened, without mitigation. He fitted the items together into a convincing picture that condemned them all. They'd known he'd do it, but they'd hoped to the last that he wouldn't.

Stewart dismissed him at last with an abrupt "That's all."

The stunned quiet was stirred by the shifting of feet and the low mutter of sullen voices.

"Not quite."

The tranquil voice slithered through the grim murmurs. It sounded ventriloquial coming from the boomer's impassive lips. Eddie hadn't moved from his chair.

Stewart's clipped mustache bristled. "What's that?" he asked.

"You haven't got it all yet," said Eddie. "Not like I saw it."

IT DIDN'T seem possible that silence could become more dense than it had been. It shut in like a vacuum. Stewart's metallic tone when he broke it made men flinch.

"There's something else?" he inquired ominously.

"Yeh," said Eddie. "There's a little more. I've been around, and I've seen men handle trains. Right now I'd say you'll seldom find a bunch on any man's railroad with the nerve to stick it through with sudden death and violent destruction only about six inches away. And I mean sudden death."

He paused dramatically.

"Any one of them could have stepped back, or unloaded," he went on, "and there'd have been a smash. They didn't do that. They all stuck and played up to each other and pulled it out without a scratch. Mebby you haven't been around much. Mebby you don't think that's extraordinary. But wait till the next time, with crews that don't know the mountains. If I hadn't known they'd stand by and pull it out of the fire, I'd be running yet, because I was close enough to be included in the pieces if Ninety-two had kissed the hotshot. That's all.

Then Eddie got down.

Stewart hesitated, and encountered Updike's bland eye. He knew now what the wily chief had been trying to show him. He had sensed hard faiths and alliances among these men that he hadn't encountered in operations on the prairies. Now he could credit their obstinate convictions and their loyalties for associates with whom they faced the daily hazards of mountain traffic. He was beginning to appreciate their mettle. He studied them briefly across his desk.

"I think," he said, "that we have now gone through the initial period of our association. From now on we are going to understand one another. Everything that has happened up to this moment is cleared from the record. It's all behind and forgotten. We start from scratch. Which is going to make it harder on anyone who so much as nicks the rules from here out. You will find I mean that literally. That's all."

The congestion at the doorway developed into a mild stampede to be out of that room.

Tom Conover stopped Eddie in the hall by getting in his way.

"Look, boomer," he gulped. "If you think it took nerve to stick to the cab in the face of Ninety-two, I'll say it took a lot more to stand up to the Old Man the way you just now did."

Eddie grinned. "Take it easy, hogger," he advised.

Updike fell in beside him and steered him toward the dispatcher's office.

"Had enough of Pyramid?" the chief asked.

"Nearly," said Eddie.

"I've got a job for you in my office next," Updike suggested.

"I guess not," Eddie decided. "I just paused here to hand out some retribution to your crews for refusing to give me free transportation. I might come this way again, and I'd not want to sneak my rides. Pretty quick now I'll be shoving off."

"I was afraid of that," Updike sighed. "Boomers always move on or they wouldn't be boomers. But any time you have some more of that rankling spirit, bring it back to the High Desert Division."

"Okay," said Eddie Sand. ●

Dispatcher's office more modern than the kind that Eddie Sand worked in.
From Illinois Central Archives

INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.**

1. Any info on the seven Turboliners that Rohr is building for Amtrak?

Not having heard anything to the contrary, we assume the first Amtrak Turboliner built by Rohr Industries at Chula Vista, Calif., has been completed and is now at—or has left for Amtrak service from—the Department of Transportation's Pueblo, Colo., testing facility for analysis of ride quality, speed, braking system, etc. The remaining six train sets are scheduled to follow on a one-a-month basis.

Although looking much like the original six trains built in France, the new ones are of conventional American passenger size, being six inches wider and slightly higher than the French trains. The floor is standard U.S. height to provide level entry and exit from high-level platforms. The new cars feature automatic doors and are electrically heated and air-conditioned. Also, they have American-style couplers, which permits the switching of cars in and out of trains and even increasing train consist if traffic conditions warrant. They also have third-rail capability for use in electrified territory.

The Turboliners are scheduled to go into Empire service out of Grand Central Terminal for the runover the old New York Central water level route through Hudson and Mohawk valleys to Albany, Syracuse, Rochester, and Buffalo. Turbines will supply the power under normal operation, but the trains will switch to electrical operation, eastbound, when approaching New York City. Tracks are electrified between Grand Central and Croton-Harmon, N.Y.

2. Why were the Chinese who helped to build the Central Pacific in the 1860s called "coolies"?

The word, derived from the Hindu kuli, originally applied to all unskilled laborers from the Orient and is thought to have been based on the name of a primitive tribe in Gujarat, India.

3. Tell me about North Carolina's Pinehurst Electric Ry.

According to trolley historians, it was one of the earliest juice lines to be abandoned. In 1905, the Pinehurst Electric ceased operations over its 7-mile track between Pinehurst and Southern Pines, N.C. The line had been built in 1899 by James W. Tufts, a pioneer soda fountain manufacturer from Boston, and when it died it had three cars.

4. What was the SC&N?

The Sioux Falls & Northern, chartered Oct. 3, 1887, was projected northeastward from Sioux Falls, Iowa, to Duluth, Minn., and from the Iowa line northwestward to Minot, N.D. On Jan. 27, 1890, ninety-six miles were opened to Garretson, S.D., where it connected with Jim Hill's Willmar & Sioux Falls. The W&SF extended from Willmar, Minn., through Garretson and Sioux Falls to Yankton, S.D., a town well known by all fans of Lawrence Welk. Badly shaken by the panic of 1893, the SC&N was taken over in 1900 by the Great Northern (now the Burlington Northern).

5. When did Canadian Pacific dieselize its Schreiber Division?

This 517-mile division north of Lake Superior was dieselized in late 1950. During the latter part of 1949, CP ordered forty 1500-hp road units and four 1500-hp road switchers from Montreal Locomotive Works and ten 1500-hp road units and four 1000-hp yard goats from General Motors plant at London, Ont. With this new power on the scene, some 68 steam engines were sent to other divisions.

Norwich & Worcester woodburner pokes head out of first common carrier rail tunnel in U.S. at Lisbon, Conn.

Lisbon Bicentennial Commission

6. I'm an ex-shop foreman for the Union Pacific. Deductions are already being made in Social Security benefits because of my earnings. Will more reductions be made in my Railroad Retirement annuity?

It depends on your total earnings, the amount of your Railroad Retirement benefit and the sum that Social Security withholds. Your annuity is first increased by the amount your Social Security benefit is cut. Then only a specific portion of your annuity is subject to the reduction of $1 for every $2 you earned in excess of $2,760. In many situations this may result in your receiving the same amount from the Railroad Retirement Board and the Social Security Administration that you had been receiving before. You should advise the Board of your anticipated earnings and then you will be informed on your benefits.

7. Name the ten Virginia statesmen for whom the Richmond, Fredericksburg & Potomac named its ten 4-8-2's Baldwin built in mid-1940s.

Numbered 613-622, the ten added to the Capitol Cities fleet known as "the Famous Southerns" were: *John Marshall, George Washington, Henry Clay, George Mason, John Randolph, James Madison, William Byrd, George Wythe, Richard Henry Lee,* and *Carter Braxton.*

8. When was the first run of the Fall River Line steamboat express?

The first boat train pulled out of Old Colony depot, Boston, at 5 p.m. on May 19, 1847, for the run to Fall River, Mass., connecting with the sidewheeler *Bay State* for her sail through Block Island and Long Island sounds to New York City. The train ran to Fall River via South Braintree and Middleboro. The Old Colony Railroad was opened between Boston and Plymouth Nov. 10, 1845, and the Fall River Branch R.R. began operating Fall River to Myricks, June 9, 1845, and as Fall River Railroad through to South Braintree, where it connected with Old Colony on Dec. 31, 1846. When the train began service it ran over two roads, the OC and FR. Seven years later both lines were consolidated as the Old Colony & Fall River, and the boat train used one road from the Kneeland Street depot in Boston to the Fall River dock area.

9. Words wanted to a poem, "The Desert Mail," by Cy Warman.

When your feet have strayed from the everglade
To the shore of a shipless sea,
When the bar you've crossed and at length you're lost
In its hushed immensity;
When you search the wild with a silence piled
Waist-deep, for the desert trail
There's a distant roar like an ocean shore,
That's the moan of the Desert Mail.

Through the racing years there the engineers
Sit close to the cabin pane,
While they urge their steeds where the white trail leads
Through the land of the Little Rain;
Then out behind, on the desert wind,
Blown back like a bridal veil,
Far dim and gray like the Milky Way,
Floats the dust of the Desert Mail.

When the gaunt wolves howl where the spirits prowl
The ghosts of the desert's dead,
And the living, lost, where their trails have crossed
Mill 'round while the sun paints red
The Western skies, as the long day dies
And the stars shine dim and pale;
There's a beacon fair on the desert there—
That's the light of the Desert Mail.

10. Where is the world's largest cantilever railway span bridge?

That is the Quebec bridge over the St. Lawrence River in Canada, opened Dec. 3, 1917, by the Canadian National Railway. Its total length of 3,238 ft. includes a main span of 1,800 ft. and shore spans of 562 ft., 6 in. The central suspended span of 675 ft. is the second one built. The first collapsed, killing ten persons, while it was being hoisted into position on Sept. 11, 1916, and now lies on the river bottom. The first attempt by the Phoenix Bridge Co., of Pennsylvania, to erect a bridge here ended in disaster on Aug. 29, 1907, when the south cantilever fell, killing 75 of the 86 men working on it.

11. In old railroad slang, what was meant by (1) king snipe, (2) lighning slinger, (3) mudhop, (4) pig-mauler, (5) pull the pin, (6) shuffle the deck, and (7) soft bellies?

(1) Foreman of track gang, (2) telegraph operator, (3) yard clerk, (4) steam locomotive engineer, (5) to resign, or quit a job, (6) used by local brakemen for switching house tracks at every station, and (7) wooden frame cars.

12. What is the longest single piece of equipment ever hauled on a single railroad?

Thanks to Martyn Holes for helping us on this one. A massive butadiene extractor garnered this distinction in April, 1975, according to its fabricator, the Wyatt Div. of U.S. Industries. Nearly 260 feet long and weighing 632,000 lbs., the unit beat the previous mark by 27 feet when it was moved 25 miles from the company's plant in Houston to ARCO Chemical's Lyondell works at Channelview, Texas. It required a special train of six 12-axle flatcars. The journey took about 8 hours. The trip also necessitated the removal of several trees and telephone poles, and the greasing of tracks on tight curves.

One of the early Old Colony whippets to haul the famous Fall River Line steamboat express was *Falmouth,* No. 68, built in 1876 by the OC shops.

Collection of Gorton T. H. Wilbur

13. Where is the Orange Empire Trolley Museum?

That's the old name. Jim Walker, president, says it's now the Orange Empire Railway Museum, located at 2201 South "A" St., Perris, Calif., about 18 miles southeast of Riverside on Hwy. I-15. Incidentally, Jim and all the gang are getting ready for the Fall Open House and swap meet on Oct. 9. He promises lots of good riding behind steam and juice between 11 a.m. and 5 p.m. Many cars not ordinarily run will be operating that day.

The museum is usually open weekends during those hours. Steam locos include No. 2, 0-6-0T (Davenport, 1917); ex-Mojave Northern and ex-Ventura County R.R. Prairie No. 2 (Baldwin, 1922). Operating trolleys are Nos. 313 and 717, ex-Pacific Electric; Nos. 665, 1160 and 3100, ex-Los Angeles Ry.; No. 3165, ex-Los Angeles Transit Lines; and No. 171, ex-Municipal Ry. of San Francisco. On display is the largest collection of its kind in the West—100 streetcars, interurbans, work cars, and electric locos. Steam equipment also is very much in evidence.

14. Where was the first regular railroad tunnel built in the U.S.?

If you guess Alleghany Portage in Pa. or Granite Ry. in Mass., historians will say you're wrong, because neither of them was designated a common carrier. But you're right if you say the old Norwich & Worcester (now ConRail) tunnel started at Lisbon, Conn., in 1835 and opened two years later. The 18-foot tunnel, 300 feet long, was built cheaply by modern standards, costing $30,000 in 1837. The late Elmer F. Farnham, feature writer for the *Norwich* (Conn.) *Bulletin,* published a book in 1973, *The Quickest Route: A History of the Norwich & Worcester Railroad.* In it he quotes from the old *Norwich Courier:*

"The affair was attended by the Rev. Samuel Nott of Franklin, and by railroad company agent Asa Child, who delivered a brief address to the gathering, after the prayer. Afterwards, the group climbed down the westerly slope of the jagged hill, walked through the tunnel, and climbed back up the easterly side. While the tired group caught their breath, the Norwich City Band furnished music, and the sponsors set up a refreshment table in a nearby grove."

A local artist, Richard Hermann, of the Lisbon Bicentennial Commission, has a painting of a N&W loco emerging from the tunnel, hung in Lisbon's new town hall.

15. Who was Herbert Nigel Gresby?

English-born 100 years ago, Gresby was the engineer responsible for the world's fastest steam locomotive. He was also the first to introduce articulated passenger cars in Britain, in 1907, using one bogie to support the end of two coaches. His greatest achievements were the *Silver Jubilee* and *Coronation* streamlined trains in the mid 1930s. On July 3, 1938, his A4 Pacific No. 4468, the *Mallard,* set a world record for steam engines, 126 mph, which has never been exceeded. The *Mallard* has been preserved in a British rail museum. At his death in 1941, Gresby was chief mechanical engineer for the London & North Eastern Railway.

Running Extra

WHO CAN I write to for info on becoming a locomotive engineer on one of the following railroads: Southern Pacific, Union Pacific, Burlington Northern, and Denver & Rio Grande Western?—J.D. Demyanek, 520 Greenview Rd., LaHabra Heights, Calif. 90631.

ANYONE KNOW about a railroad located in Hauwood County, N.C., around the turn of the century? It ran

about 18 miles between Canton and Sunburst Lumber Co.—B.D. Sutton, 190 Academy St., canton, N.C. 28716.

IN ANSWER to query, Canadian Pacific had only six Camelbacks: a 2-8-0 and five 4-6-0s. They were in Camelback form for only a few years early in the century. All were rebuilt with conventional cabs and fireboxes.—Omer Lavallee, Supervisor, Special Projects and Corporate Archieves, CP Rail, Windsor Station, Montrea, Que. Canada H3C 3E4, and one of our *Interesting Railfans.*

DID THE NYNH&H ever run passenger service to Lakeville, Salisbury, Twin Lakes, and Canaan, Conn.? If so, where did it end? I recently rode Amtrak car 2520 on *National Limited.* According to RPC Publications manual, this car is a 14-4 ex-KCS-L&A. Anyone have a history of the Kansas City Southern and the Louisiana & Arkansas?—Robert B. Clere, P.O. Box 111, Windsor Locks, Conn. 06096.

I WANT INFO, pix, and records of the Delaware Valley R.R., a shortline that ran between East Stroudsburg and Marshalls Creek, Pa., from about 1902 to '38. If I get enough material, I will write a short book on this line.—James Henwood, 7 Media Ave., Havertown, Pa. 19083.

WHAT RAIL weight does the UP use on the mainline, Omaha to the West Coast? Burlington Northern and Milwaukee to the Pacific Northwest? I also want info on Great Northern's Lima locos 1750-1764. I hand-fired them on the Kalispell Div. during World War I.—P.J. Peterka, Folwell Manor, Apt. 103, Rochester, Minn. 55901.

HAS A BOOK ever been published carrying history and rosters of the Terminal R.R. Assn. of St. Louis? If so, where can I get a copy?—Louis A. Griggs, 3128 Glenwood Ct., St. Louis, Mo. 63074.

WHEN, WHERE, and what road's equipment was used for the Charles Bronson action film "Breakheart Pass"?—W.R. Stebbins, Jr., 541 Edgewater Gulf Rd. #3, Biloxi, Miss. 39531.

REGARDING photo in your Dec. '75 issue of Lehigh Valley engines 222 and 223 in Auburn, N.Y., the train probably came in from the north, Fair Haven and Cato.—John Connell, Scipo Center, N.Y. 13147.

LANTERN initials in your Nov. '75 issue were probably Pittsburgh, Shawmut & Northern, a coal road in Punxatawney and Dubois district of western Pennsylvania. Name was later changed to Pittsburgh & Shawmut.—Fred Straley, 2401 S. Turner Rd., Youngstown, Ohio 44515.

WHICH railroads used USRA 0-6-0 and heavy 2-8-2s?—Charles Stone, 688 Mulberry Ave., Atwater, Calif. 95301.

WHEN Norfolk & Western recently bought new equipment, what did they do with their old cabooses?—James Thompson, retired trainman, 686 Saddle River, N.J. 07662.

CANADIAN PACIFIC D10's still can be seen at following places in Canada: 894, Doon Village, Ont.; 492 and 999, Delson, Que.; 926, Ottawa, Ont.; and 1095, Kingston, Ont. The 1057 is owned by Ontario Rail Assn., Brampton, Ont. Three other D10's—453, 972, and 1098—are in the U.S.—John Gardner, 520 Victoria Park Ave., Toronto, Ont., Canada M4E 3T4.

IS THERE a book about Brooklyn trolley operations in 1930s?—Harry Clark, Long Hwy., Little Compton, R.I.

RESEARCHING material on a Great Northern freight train that disappeared east of Newport, Wash., in late 1920s. I live 10 miles from where it went into the Perd Oreille River. Oldtimers claim the engine is still in the river. Anyone know the year and true facts?—Lee Dark, P.O. Box 891, Newport, Wash. 99156.

WHAT was the height of a boxcar, the "oldtimer cars" series of either gage, above the boardwalk, narrow or standard gage?—Jim Penton, Box 633, Rosston, Texas 76263.

WHO CAN tell me about the Stockton Terminal & Eastern, 14 miles long, in Calif.?—Kenneth F. Yoho, 103 East Beach #21, Watstonville, Calif. 95076.

I HAVE lanterns, switch keys, and locks with initials PM&E. Which road is this?—Calvin R. Bulman, 45 Garden Parkway, Henrietta, NLY. 14467.

THE WILLIAMSON & POND CREEK was built in 1912 to run between the Norfolk & Western mainline at Williamson, W.Va., into Kentucky. How long did it run? When did N&W take it over?—Elbert Scott, Rte. 1, Box 17, Hardy, Ky. 41521.

I WANT info, pix, and paper items of Elkhart & Western, also called "The Bucklen Line," running between Elkhart and Misawaka, Ind., 1888-'98.—Louis Horvath, P.O. Box 2528, South Bend, Ind. 46680.

Where can I get info on the Kishacoquillas Valley R.R., which ran from Belleville to Readsville, Pa., about 11 miles, 1919-'26. Later it joined the Pennsy to Lewistown, then was discontinued.—J.H. Fisher, Sperry New Holland, New Holland, Pa. 17557.

I WANT SPECS on Baltimore & Ohio's articulated No. 7603 and info on her operational life.—F.W. Colburn, Rte. 5, Box 441A, Swanton, Ohio 43558.

WHAT is the difference between scullen (correct spelling?) and Alco and Lima disc drivers?—Kesler S. Morrison, Rte. 1, Stony Point, N.C. 28678.

CAN ANYONE estimate costs of starting a steam railroad on a non-profit, tourist-type operation with plans for changing to a regular commercial carrier? What if it were to be started as a regular railroad with no passenger facilities?—Dan Ochs, 52 Dean Rd., Mendham, N.J. 07945.

FRENCH turbotrains have not run between Chicago and St. Louis since last December. Instead, there is a restored *Abraham Lincoln* 303-302, with a SDP40F hauling six to nine conventional cars, including a full diner and parlor-dome-observation, plus the *Anne Rutledge* and *the State House* with Amfleet equipment and a P30CH.—Richard D. Leonard, 1316 N. Linden St., Bloomington, Ill. 61701. ●

Rare view of No. 1026, Canadian Pacific's lone Camelback Consolidation.

Collection of Gorton T. H. Wilbur

TRACKSIDE in the DIESEL AGE

by Jim Edmonston

BANNED from Chessie System rails last year, EMD's SDP-40F's are gradually "sneaking" back. In the last week of June, Amtrak's *James Whitcomb Riley* arrived late in Cincinnati after running around a C&O freight wreck at South Portsmouth, Ky. The second unit was SDP-40F No. 640.

Checking further, I found that the *Riley* had left Washington earlier in June with two SDP-40F's leading, and on one trip it rolled into Cincinnati with three of them. As the train absorbs the entire consist of the *Mountaineer* at Catlettsburg, Ky., one of these was probably the sole power for the *Mountaineer* on that trip. I asked a Chessie official about it, thinking that perhaps modifications had changed the management's mind, but he was of the opinion that the locomotives had simply "sneaked" onto the train. Watch for future developments.

EAST WASHINGTON RAILROAD of Seat Pleasant, Md., has applied for abandonment, reported the May 31st, issue of *Traffic World,* because its major customer, Bennings Power Plant of Potomac Electric Power Co., was converting from coal to oil. This conversion knocked out the shortline's reason for existence, as it has no other industry. The road's total mileage is slightly less than 6 and at my last count it had three locomotives: a GE 45-ton side-rodder, a Whitcomb 65-ton "humpback," and an Alco-GE RS-1 recently bought from Washington Terminal Co. That RS-1 was overhauled just before Pepco switched to oil. She'd be a real buy for anyone interested in a short-range, medium-weight, "mainline-sized" diesel. EWRR is a relic of the once-famous Chesapeake Beach Railroad.

Bright yellow Union Pacific U-28C No. 2800 rides on the Adirondack truck, as do all ten UP U-28C's, shown at Council Bluffs, Iowa, when new July 31, '66.

Collection of Jay Potter

H. BUCKLEY of Kensington, Md., tells me that he rode the replica of *Best Friend of Charleston* trips which the Southern operated on the B&O's Georgetown branch in June and July. This time, though, the safety valve was left strictly alone.

JOHN WALKER, 811 N. Loraine St., Midland, Texas 79701, has news of the South and Southwest. We disclosed that the Columbus & Greenville of Mississippi had been bought back from the Illinois Central Gulf and is now an independent road. I have seen some of its refurbished, ex-Penn Central boxcars with the new reporting marks "CAGY." John says the 26 miles between Greenville and Indianola, which ICG had abandoned, are reopened now, but the line is restricted to 10 or 15 mph, and the ICG had allowed the Greenville depot to fall apart.

Even bigger news is that the C&G expects to get four of the Bangor & Aroostook's EMD BL-2's in September. That would be something! Hope it happens. Also, C&G has its two Whitcomb 65-ton "humpbacks" back from the ICG's Paducah dead line and wants to sell them.

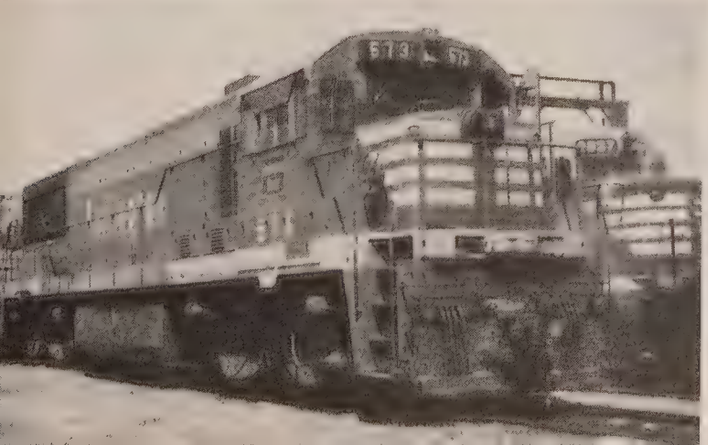
Fans of the old Gulf, Mobile & Ohio can still see both the red-and-white and the black-and-white paint schemes operating on the ICG in southern Mississippi. Old IC black with green diamond schemes also are visible. Most of the trackage in the Laurel, Miss., area (ex-GM&O) is restricted to 15 mph. However, ICG is doing some trackwork in Mississippi for Amtrak's *Panama Limited* jumped the rails as it negotiated the track now under repair—in fact, crushing a gandy dancer to death under a toppling car.

IN TEXAS, the Roscoe, Snyder & Pacific ran passenger specials between Roscoe and Snyder on July 3rd and 4th to help celebrate the Bicen; and on June 29th the Santa Fe sent its Bicentennial train to Ballinger, Texas, to assist that town of 6500 in observing its 90th anniversary.

THE LOCOMOTIVE ENGINEER for June 25th carried the results of a test carried out on SDP-40F locomotives, which appears to refute the claims of rough riding and instability that they had been saddled with.

Photograph by Dick Schmeling

CB&Q 573, now BN 5661, an early U-28C using carbody of late U-25C with flush radiator and the old style trucks, on day in July, 1970, at Lincoln, Nebr.



Photograph by G. Cockle

Rock Island late production U-28B, shows protruding radiator assembly and blunt short hood. Built-up "frog-eye" class lights are Rock's own seen at Council Bluffs, Iowa, in '73.

Much traveled E-8A No. 210 at Department of Transportation-NTSB center, Oklahoma City, Okla., May 6, 1976. Unit, with blue DOT boxcar, was originally B&O 92, then 1440, Chesapeake & Ohio 4006, and finally 1463 before Amtrak purchase. Now wears builder's plates off original C&O 4006, built in August, 1951. Photograph by Harry B. Adams

ENSCO, Inc. of Springfield, Va., on contract by Amtrak, tested an SDP-40F (which one?) against an E-8 (again, which one?) on a section of the Illinois Central Gulf and found that the SDP's performance equalled or bettered that of the E-8! Test speeds for the SDP-40F were between 50 and 92, while those for the E-8 were 40 and 88. This would seem to throw the onus on trackwork, then.

A fact brought out in this study, which we suspected but was never officially confirmed, is that the railroads wanted EMD to supply Amtrak with a type of locomotive which could be used later in freight service in the event that Amtrak should go out of business and the engines were made surplus. This means that the SDP-40F was not a pure Amtrak design. Amtrak President Reistrup has said that future locomotives would be designed as passenger power exclusively.

In other news from the Brotherhood of Locomotive Engineers, Congress defeated an amendment to the Federal Railroad Safety Act of 1976 which would have required strobe or oscillating lights on locomotives. One fifth of the locomotives operating in the U.S. already have such a device. Some roads using lights other than headlights are UP, ATSF, DT&I, L&N, Amtrak, and the Chessie System, which has different setups under study.

GERRY DENKUS, 219-15 43rd Ave., Bayside, N.Y. 11361, visited the New York, Susquehanna & Western not long ago and found six locos in operating: RS-1's numbered 238, 240, and 252, plus three GP-18's. The "Susie Q," which was left out of the ConRail plan, operates over 43 miles of bad trackage and is now in a sad financial situation.

CONRAIL continues to make news. There's an acute power shortage on this system which inherited over 5000 locomotives. Of course, many of them were not compatible with engines being operated on Penn Central, and until the changes can be made the system will remain power-shy. Which makes things interesting, as the big road is leasing all the power it can find.

As of 7/8, the following leased power was known to be in service: Bangor & Aroostook GP-9's numbered 62, 68, and 75; Burlington Northern—six RS-3's and eight NW-2's; Grand Trunk Western—at least three SD-40's; Precision National—one GP-35 and seven or eight GP-7's and 9's, and those dozen MoPac/C&EI GP-35's we reported previously.

The other day I saw my first blue/white ConRail loco: GP-30 No. 2194. She lacked the "wheels on rails" herald, carried "ConRail" spelled out on her sides, front, and rear, and had white numbers and "GP-30" on her cab.

She was in a very interesting lashup of Penn Central C-630, PC F-7A No. 1782, Jersey Central SD-40 No. 3061 in B&O blue and yellow, ConRail No. 2194 GP-30, and Reading GP-30 No. 3619. Somthing for everybody in that mix.

X2200 South reports that the New Jersey DOT has purchased 46 units from ConRail, including the three remaining E-7A's (4211, 4224, 4244), twenty E-8A's, and GG-1's 4872-4884. Also gone to DOT are Jersey Central GP-7's numbered 1523-30, and Erie Lackwanna SW-9's numbered 437 and 438.

Al Shade of Columbia Station, Ohio, was visiting ConRail in Alliance, Ohio, when the ConRail police removed six kids from the sides of a grain train they'd been riding. . . Al feels that the reopening of old Collinwood Yard is close to reality.

MARK SUBLETTE, 217 Country Club Rd., Shalimar, Fla. 32579, spotted Southern Pacific GP-30 No. 5007 in a Seaboard Coast Line power set on a westbound freight. Either SCL or Louisville & Nashville must be involved in a run-through arrangement with SP. Speaking of which, SP's power control is either mightily efficient or would shudder if it knew where all SP units were at a given time.

Power-poor ConRail, as mentioned, uses whatever locomotives will run, and SP units are common on ConRail mainlines. Baltimore & Ohio is involved with SP and Cotton Belt heavily out of Pine Bluff, Ark., and the B&O always has two or three (sometimes as many as six) SP units here in my home town of Cincinnati. Besides which, SP power has been seen running across northern Ohio into Buffalo, N.Y., on Norfolk & Western trains, over the East Coast on B&O trains, and now in Florida on SCL.

IF YOU HEAR of any diesel locos under 70 tons that are for sale—or will be in the near future—such as those reported this month on the East Washington and the Columbus & Greenville, let me know.

ACCORDING to Steve McCarthy, who lives on the BN main west of Chicago, an EMD Demonstrator team, possibly headed by an SD-45X and trailing two F-9's and the EMD test car, went west on Pacific Zip last week. All units were painted in EMD's blue and white and were lettered Electro-Motive. Steve feels also that EMD's new proposal to Amtrak, the AMT-125, will be in production soon. This is the unit contoured to fit the Metrofleet cars.

CHESSIE SYSTEM finally has a red, white, and blue unit, although without fanfare and I'm sure it's not an official Bicentennial job. Western Maryland F-7A No. 53, now 7151, lost her black roof in favor of blue, and is therefore red, white, and blue. Other WM news has it that BL-2's numbered 7181 and 7182—for years the most famous locos in Hagerstown, Md—will be retired to the B&O Museum in Baltimore, Md. I wonder if Chessie has heard that Columbus & Greenville is in the market for BL-2's?

AS FANS in the Aliquippa area are already aware, the Aliquippa & Southern's 1200, its only SW-9, is back on the property in new paint and completely rebuilt by Precision. She passed through Cincinnati on her way back to western Pennsylvania on July 7th, leaving my home city northbound on B&O's Lima 86.

RAYMOND J. MILLS, general chairman of the United Transportation Union, said he was "appalled" by the safety hazard of remote-controlled folding stairs on the new four-car gas turbine and electric train being tested in revenue service on the Long Island

Rail Road. The train can run on electrified lines where high platforms are in use or in non-electrified territory where the platforms are at ground level, and the stairs are automatically lowered for loading and unloading.

But, according to Mr. Mills, there are not enough personnel or warning signs aboard the trains to warn the unsuspecting passenger, especially a child, that the floor by the exit doors is actually a collapsing platform.

Acknowledging the complaint, a railroad spokesman says additional signs will be posted warning passengers to stand "back of the white line" to let the stairs open out.

NORFOLK & WESTERN fans should watch for SD-45 No. 1728, now the road's only low-nosed SD-45. She was chopped as a result of a wreck. Another SD-45, No. 1768, suffered cab damage in a later crash and may also be a candidate for a low nose. The last of the Alco-engined Trainmasters (3594, ex-Wabash), held since February out of service at Bellevue, Ohio, was stripped of traction motors and sent to Roanoke for conversion to a slug. No. 173, last of the original FM Trainmasters, is still going at Mullens, W. Va.

AMTRAK has indeed purchased Alcos, as we reported last issue, 45 of them to be exact, all RS-3's from ConRail. Numbers settled on are 100-144. Amtrak also has bought twelve FL-9's (231-242) and sixteen SW-1's (243-258). Number conflicts between these and the 100-series FP-7's and 200-series E-8A's will be resolved by assigning 375-378 to the FP-7's and higher numbers to the E-8's. Amtrak's now sporting quite a diversified roster of diesels and electrics.

I HEAR that Santa Fe has discontinued Super-C, the world's fastest freight, due to the loss of a mail contract to C&NW-UP, which underbid ATSF. Last runs were on May 4th.

NEW SCHEDULES on the Detroit, Toledo & Ironton into Cincinnati over ConRail have steadily been increasing tonnage.

Ann Arbor's locomotives will be numbered into the ConRail Scheme, although the State of Michigan owns them and the railroad itself. ConRail will operate the AA, maintaining the units at Toledo, but I understand they cannot be used outside Michigan.

HARRY B. ADAMS, Box 1238, Wichita, Kan 67201, sent me a photo of a blue E-8A, No. 210, sitting outside the DOT's Oklahoma City NTSB Center. The unit must be used in some type of tests or instruction. She is coupled to a blue boxcar, likewise DOT-owned. Checking into her history uncovered a bit of juggling. With road number 210, she came to the DOT from Amtrak. Before that she was B&O No. 92, renumbered to 1440 in 1956. When Chessie took over B&O, the two roads combined their E-units.

In a bit of identity-switching, B&O 1440 was renumbered to C&O 4006, then switched back to B&O 1463. The original C&O 4006 was renumbered B&O 1440 (second), then traded in to EMD in July 1969. However, the original C&O 4006's builder's plates were affixed to 1463, which was actually an older loco, nee B&O 92. When Amtrak bought 1463, she carried builder's number 14765, 8/51. She then became Amtrak 210. The E-8A now at Oklahoma City is, in truth, ex-B&O 92, built in September, 1950, although her builder's plates proclaim her to be C&O 4006, produced almost a year later. The clincher is the serial number cast into the frame. Such confusion!

WE HEAR that the new Amtrak train between Washington, D.C., and Cincinnati will start no earlier than October 25th, planned to coincide with the switch to Daylight Saving Time. There will be trackwork and an enlarged station area to complete in Cincinnati, as the train and locomotives will be serviced in the station area. Improvements will be made to B&O stations along the line. The schedule will duplicate the old B&O *Metropolitan Special.*

THE PROGRESSIVE upgrading of new models to meet customer needs is one of the basic reasons why most motive power departments went diesel. In the 1960's, new models meant more power rather than the sophisticated electrical and seemingly trivial changes we see today.

The Great Power Race was on. EMD had fielded the 2250-hp GP-30, while Alco was out with the 2400-hp RS-27, then "upgraded" the line with the C-424, meanwhile, EMD countered GE's 2500-hp U-25 with its 2500-hp GP-35, and so it went. Savings could be realized only if the loco were made more powerful without vast design changes. General Electric has pursued that course to a fine degree, getting five horsepower ranges out of the same 16-cylindered FDL-16 prime mover, simply by changing fuel rack settings and adding cooling air intake capacity by enlarging the radiator area.

The same basic shape and design as pioneered by the U-25B has evolved up to the U-36B, back down to U-23 and U-18, even doubling up to form Union Pacific's giant U-50's.

This, then, makes spotting very difficult, in some cases impossible. Our model this month is the U-28B and C, and upgrading of the U-25. The year 1966 was the U-28's year, as all were produced between 12/65 and 12/66. Late 1965 U-25's are indistinguishable from early U-28's, as both models used the exact same carbody. One-piece wind-shields had given way to the split versions, and no U-28's had the one-piece.

However, the sloping short hood and flush radiator assembly of the U-25 carried over to the first U-28's. This was true in both B and C models. Later U-28's are identified by slightly protruding radiator assemblies, shortened nose or short hood, and on the "C" models, a new truck. There are two designs on this truck, either the General Steel Castings design, which looks much like the EMD Flexicoil, and the Adirondack design, an angular-looking beast with no drop equalizers.

Santa Fe, still very much passenger-oriented in 1966, was reponsible for the only variation on the U-28 theme, ordering ten U-28CG's, or standard U-28C's equipped with steam generators. The "G" in the model number designates this feature. Otherwise the locos are exact copies of the U-28C, except for the steam generator exhaust stack behind the cab. No length change was involved, as space was built into the standard design (even in the U-25 models) for the addition of generators.

ATSF numbered them 350-359, now renumbered 7900-7909. Tallies made then showed 133 U-28B's, 71 U-28C's, and ten U-28CG's, all built in 1966. The U-28B owners: Burlington Northern (made up of CB&Q and GN locos), L&N, MILW, N&W, PC (made up of P&LE and NYC locos, although new owner ConRail owns just two ex-NYC U-28B's, the P&LE having become independent and running their own U-28B's); Rock Island, and SP. Of these, N&W owns the only high-nosed U-28B's, 1900-1929.

U-28C owners area: BN (made up of CB&Q and NP) locos), L&N, PC, SP, and UP. The Department of Transportation used BN 5674 at the Pueblo Test Track until it took delivery of U-30C 001, and had her painted in DOT colors and logo. She is now back on BN All U-28C's are low-nose.

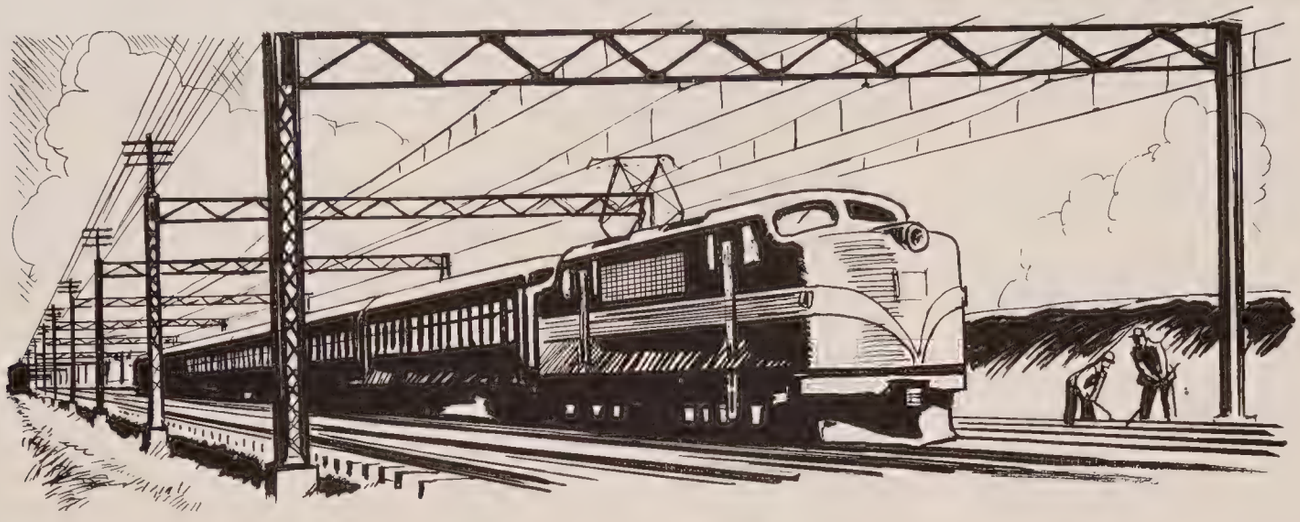
The dynamic brake option on all U-models appears as a set of grids in the radiator grillwork; these are the heat resistors. An unusual feature of the U-line is the clear space seen through the radiator grill: there just isn't anything there except the huge fan housing. In Fall, many U's operate with a coat of leaves plastered up against the grills, evidence that the air intake suction is considerable. On low-maintainance Penn Central, some

engines operated with leaves so old that they were suspected of taking root. An interesting note is the similarity of the later "tunnel motors" of EMD to this intake arrangement.

The U-boat line was on the eve of fielding its most popular model, the U-30. As had happened when the U-28 evolved from U-25, the first U-30's were indistinguishable from U-28's. But the slight rise in horsepower from 2800 to 3000 gained acceptance. The U-28 model, then, becomes a stepping-stone or interim model between General Electric's two best-sellers, U-25 and U-30.

GE has never liked the fan-applied name "U-boat." Perhaps the image of the infamous German subs is simply too strong at Erie, Pa. Of course, the "U" meant "Universal," for a line of locomotives that was supposed to sell worldwide. A new rumor from GE has it that the designation "U" will be dropped and a new nomenclature used, centering around number of axles and horsepower, such as "C-30" for "U-30C" or "B-36" for a "U-36B". Simple, fast and easy. I like it.

SEND diesel news to Jim Edmonston at 821 Clearfield Lane, Cincinnati, Ohio 45240. ●



Part Three: All-Time Roster of

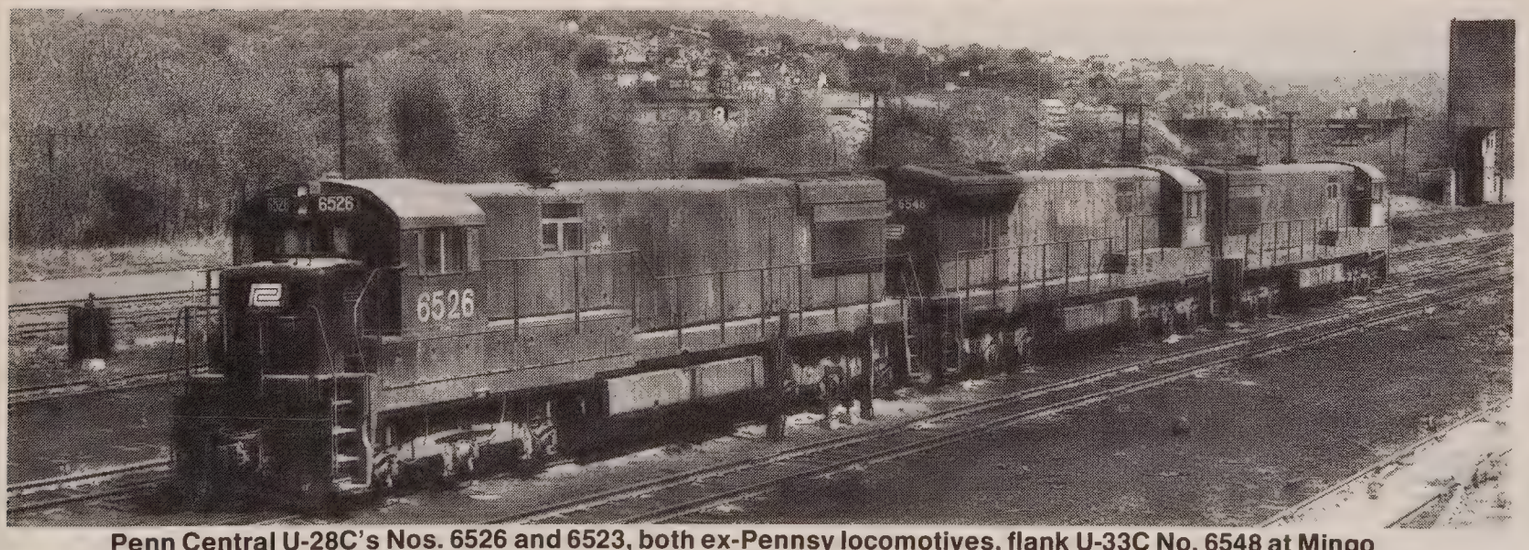
Penn Central Transportation Co.

Compiled by Sy Reich

Railroad Class	Road Numbers	Former Numbers	HP	Builder	Model	Wheel Arngt.	Tract. Effort	Weight	Date Built	Notes
ARS-16	PCT 5447 (2nd)	PCT 5424 (1st)	1600	Alco-GE	RS-3	B-B	62,100	248,250	1951	27
ARS-16	PCT 5448-5449	PRR 8598-8599	1600	Alco	RS-3	B-B	?	?	1955	3
ARS-16	5450-5451	PRR 8590-8591	1600	Alco	RS-3	B-B	?	?	?	3
ARS-16	PCT 5452-5453, 5455	PRR 8452-8453, 8455	1600	Alco-GE	RS-3	B-B	62,100	248,250	1952	
ARS-16	PCT 5456-5457	PRR 8456-8457	1600	Alco-GE	RS-3	B-B	62,100	248,250	1952	3
ARS-16	PCT 5458-5460, 5461 (1st)	PRR 8458-8461	1600	Alco-GE	RS-3	B-B	62,100	248,250	1952	29
ARS-15	PCT 5461 (2nd)	LV 210 (1st)	1500	Alco-GE	RS-2	B-B	73,200	244,000	1949	3
ARS-16	PCT 5462-5464	PRR 8462-8464	1600	Alco-GE	RS-3	B-B	62,100	248,250	1952	63
ARS-16	PCT 5465-5470	PRR 8465-8470	1600	Alco-GE	RS-3	B-B	62,100	248,250	1952	3,63
ARS-16	PCT 5471-5477	NH 517, 520, 523, 527-528, 534-535	1600	Alco-GE	RS-3	B-B	62,150	248,600	1950	3,63
ARS-16	PCT 5478-5479	NH 537-538	1600	Alco-GE	RS-3	B-B	61,975	247,900	1951	
ARS-16	PCT 5480	NH 545	1600	Alco-GE	RS-3	B-B	61,975	247,900	1951	
ARS-16	PCT 5481-5484	NH 547-548, 557-558	1600	Alco-GE	RS-3	B-B	61,650	246,600	1952	3
ARS-16	PCT 5485	PCT 5559	1600	Alco-GE	RS-3	B-B	62,200	248,600	?	
ARS-16	PCT 5486	PCT 5591	1600	Alco-GE	RS-3	B-B	61,700	246,600	1952	
ARS-16	PCT 5487	PCT 5595	1600	Alco-GE	RS-3	B-B	61,650	246,600	?	63
ARS-16	PCT 5488	? ?	1600	Alco-GE	RS-3	B-B	?	?	?	3
ARS-16s	PCT 5500-5505	NYC 8247,8252-8255,8259	1600	Alco-GE	RS-3	B-B	61,400	245,500	1951	
ARS-16s	PCT 5506-5507	NYC 8264-8265	1600	Alco-GE	RS-3	B-B	62,100	248,500	1951	
ARS-16s	PCT 5508-5521	NYC 8266-8271, 8273-8280	1600	Alco-GE	RS-3	B-B	62,100	248,500	1951	3
ARS-16s	PCT 5522-5524, 5525-5526 (1st)	NYC 8248,8150-8251,8256, 8258	1600	Alco-GE	RS-3	B-B	62,125	248,500	1951	3,64
ARS-16s	PCT 5525-5526 (2nd)	NH 518-519	1600	Alco-GE	RS-3	B-B	62,200	248,600	1950	63
ARS-16s	PCT 5527-5530	NYC 8285,8286, 8289,8291	1600	Alco-GE	RS-3	B-B		62,100	248150001951	
ARS-16s	PCT 5531-5536	NH 521-522,524-526,529	1600	Alco-GE	RS-3	B-B		62,200	248,6001950	
ARS-16s	PCT 5537-5540,	PRR 8837-8840,	1600	Alco-GE	RS-3	B-B	64,800	259,250	1951	3,30

Railroad Class	Road Numbers	Former Numbers	HP	Builder	Model	Wheel Arngt.	Tract. Effort	Weight	Date Built	Notes
	5542, 5544 (1st), 5546-5547, 5549-5550, 5552,5555	8842,8844, 8846-8847, 8849-8850, 8852,8855								
ARS-16s	PCT 5544 (2nd), 5554	NH 530-531	1600	Alco-GE	RS-3	B-B	62,200	248,600	1950	3
ARS-16s	PCT 5557-5558	PRR 8903,8905	1600	Alco-GE	RS-3	B-B	?	?	1951	
ARS-16s	PCT 5559	NH 532	1600	Alco-GE	RS-3	B-b	62,150	248l600	1950	
ARS-16s	PCT 5560	PRR 8910	1600	Alco-GE	RS-3	B-B	?	?	1951	
ARS-16s	PCT 5561	NH 533	1600	Alco-GE	RS-3	B-B	62,200	248,600	1950	
ARS-16s	PCT 5562	PRR 8912	1600	Alco-GE	RS-3	B-B	61,500	249,850	1951	
ARS-16s	PCT 5564	NH 536	1600	Alco-GE	RS-3	B-B	62,150	248,600	1950	3
ARS-16s	PCT 5565	PRR 8915	1600	Alco-GE	RS-3	B-B	?	?	1951	
ARS-16s	PCT 5566	NH 539	1600	Alco-GE	RS-3	B-B	61,975	247,900	1951	
ARS-16s	PCT 5567-5568	PRR 8443-8444	1600	Alco-GE	RS-3	B-B	61,500	249,850	1953	3
ARS-16s	PCT 5569 (1st)	PRR 8445	1600	Alco-GE	RS-3	B-B	?	?	1953	29
ARS-15s	PCT 5569 (2nd)	LV 211 (1st)	1500	Alco-GE	RS-2	B-B	70,770	235,900	1949	3
ARS-16s	PCT 5570	NH 540	1600	Alco-GE	RS-3	B-B	61,975	247,900	1951	
ARS-16s	PCT 5571-5572	PRR 8471-8472	1600	Alco-GE	RS-3	B-B	?	?	1952	3
ARS-16s	PCT 5573-5574	PRR 8473-8474	1600	Alco-GE	RS-3	B-B	?	?	1952	
ARS-16s	PCT 5575-5579	PRR 8475-8479	1600	Alco-GE	RS-3	B-B	64,800	259,250	1952	
ARS-16s	PCT 5580-5584	PRR 8480-8484	1600	Alco-GE	RS-3	B-B	?	?	1952	
ARS-16s	PCT 5585-5588	NH 541-544	1600	Alco-GE	RS-3	B-B	61,975	247,900	1951	
ARS-16s	PCT 5589	NH 546	1600	Alco-GE	RS-3	B-B	61,975	247,900	1951	63
ARS-16s	PCT 5590-5598	NH 547,551,553-556,559-561	1600	Alco-GE	RS-3	B-B	61,650	246,600	1952	30
ERS-15	PCT 5600-5607	NYC 5600-5607	1500	GM-END	GP7	B-B	61,625	246,500	1950	
ERS-15	PCT 5609,5611	NYC 5609,5611	1500	GM-END	GP7	B-B	62,500	250,000	1950	
ERS-15	P&E 5612-5619, 5620 (1st	P&E 5612-5619, (5620 (1st)	1500	GM-END	GP7	B-B	61,550	246,200	1950	5
ERS-15	P&E 5620 (2nd)	NYC 5686	1500	GM-END	GP7	B-B	61,700	246,800	1952	
ERS-15	P&E 5621-5623	P&E 5621-5623	1500	GM-END	GP7	B-B	61,550	246,200	1950	
ERS-15	P&E 5624-5625	P&E 5624-5625	1500	GM-END	GP7	B-B	61,650	246,600	1950	
ERS-15	PCT 5626-5630	NYC 5626-5630	1500	GM-END	GP7	B-B	61,250	245,000	1951	
ERS-15	PCT 5631	NUC 5631 (2nd)	1500	GM-END	GP7	B-B	61,300	245,200	1953	30
ERS-15	PCT 5632-5671	NYC 5632-5671	1500	GM-END	GP7	B-B	61l250	245l000	1951	
ERS-15	PCT 5672	NYC 5672(2nd)	1500	GM-END	GP7	B-B	61,300	245,200	1953	30
ERS-15	PCT 5673-5675	NYC 5673-5675	1500	GM-END	GP7	B-B	61,250	245,000	1951	
ERS-15	PLE 5676-5681	PLE 5676-5681	1500	GM-END	GP7	B-B	61,125	244,500	1951	31
ERS-15	PLE 5682-5685	PLE 5682-5685	1500	GM-END	GP7	B-B	61,825	247,300	1951	31
ERS-15	PCT 5686-5708	NYC 5686-5708	1500	GM-END	GP7	B-B	61,700	246,800	1952	
ERS-15	PCT 5709-5712	NYC 5709-5712	1500	GM-END	GP7	B-B	63,075	252,300	1952	
ERS-15	PCT 5713-5724	PLE 5713-5724	1500	GM-END	GP7	B-B	61,500	246,000	1952	31
ERS-15	PLE 5725-5734	PLE 5725-5734	1500	GM-END	GP7	B-B	61,100	244,400	1953	31
ERS-15	PCT 5738-5751; 5752 (1st)	NYC 5738-5752	1500	GM-END	GP7	B-B	62,100	248,400	1953	
ERS-15	PCT 5752 (2nd)	PCT 5757	1500	GM-END	GP7	B-B	62,100	248,400	1953	
ERS-15	PCT 5754-5757, 5759-5761, 5764	NYC 5754-5757, 5759-5761, 5764	1500	GM-END	GP7	B-B	62,100	248,400	1953	5,30
ERS-15	PCT 5763	PCT 7519	1500	GM-END	GP7	B-B	62,100	248,400	1953	
ERS-15	PCT 5766,5768-5770,5772-5773,5775	PCT 5904,5906-5908,5910-5911,5913	1500	GM-END	GP7	B-B	62,100	248,400	1953	
ERS-15	PCT 5776-5778, 5780-5781	NYC 5776-5778, 5780-5781	1500	GM-END	GP7	B-B	62,100	248,400	1953	5

(Roster continued next month. All notes in a future issue.)



Penn Central U-28C's Nos. 6526 and 6523, both ex-Pennsy locomotives, flank U-33C No. 6548 at Mingo Jct., Ohio, in May, 1974, after lugging ore drag down from Cleveland docks. Note that 6526 sports one Adirondack and one General Steel Castings truck, which must have been done at Selkirk Shops.

Lt. Jay Potter, USN, Almy Ct., Apt. 3, Newport, R.I. 02840

STEVE MAGUIRE'S

TRANSIT TOPICS

Diesel freight motor 637, ex-C&LE electric, owned by juicefan Ronald Jedlicka of Columbus, Ohio, shown on spur track of Cleveland Rapid Transit Authority at East 55th St., as Cleveland RTA train makes its approach to veteran car.

Photograph by Ronald Jedlicka

BUFFALO, N.Y., may be the next new rapid transit setup in this country. Early in June the nation's Transportation Secretary, William T. Coleman, Jr., approved *in principle* the use of up to $269 million in Federal aid for a projected 6.4-mile light rail system to run between Memorial Auditorium and the campus of the State University of Buffalo on Bailey Avenue. Most trackage would be underground, with only 1.2 miles on the surface at a downtown shopping mall. Buffalo is the nation's eighth and most densely populated central city and urbanized area.

According to Robert E. Patricelli, head of the Urban Mass Transit Administration, Buffalo "conscientiously performed, required analysis of bus and rail alternatives showing that light rail, over the long run, would be about as cost effective as buses."

Among other factors which tipped the scale in favor of such a system, the corridor in question has limited available street and highway capacity for use by buses, so that rail would be more reliable during Buffalo's extreme winters.

Moreover, the rail line would have a greater urban development impact, adding to the $250 million already committed to this project by public and private sources in Buffalo in recent years.

UMTA had previously committed itself to sponsor a new light rail system elsewhere in the country as a demonstration of technology. Buffalo was chosen for such a project. The community strongly prefers light rail over buses and there was strong citizen participation and support in the long effort toward getting Federal approval.

One reason why UMTA picked this city is the agreement made between trade unions and several contractors in western New York State that there would be no work stoppage or lockout by any of the parties involved during construction of a Buffalo rail system. In the past, labor troubles stalled several transit programs, thus increasing the costs due to inflation.

FORTY MILLION DOLLARS in taxpayers' money will be given to New York City's hard-pressed transit system by UMTA. So says Congressman Bella S. Abzug of Manhattan, who cites "assurances" received from UMTA administrator Patricelli.

While the Federal cash would come from a fund for capital improvements, about half of the $40 million would be available to subsidize mass transit operating expenses under the so-called "Mayor Beame Shuffle." This shuffle allows the city to use 50 percent of its capital improvements grants as subsidies to help hold the fare, so long as that money is replaced at a later date.

THREE Federal grants totaling $54,531,712 have been allotted to the Metropolitan Atlanta (Ga.) Rapid Transit Authority to push construction of its new rapid rail transit system as well as operating expenses of the region's bus lines and certain bus improvements to serve elderly and handicapped riders. The grants were announced June 27th by Patricelli.

"UMTA has already committed $430 million to the new rail system in Atlanta," he said. "I am pleased with the speed at which construction is proceeding. Atlanta is making a great record by keeping on schedule and within budget, and UMTA supports that high level of performance. And a new $50.4 million for MARTA construction is coming head of the schedule that UMTA planned, because MARTA has fully justified its need for funds."

A Federal commitment of $800 million to the new Atlanta system was made by Secretary of Transportation Coleman on June 7, 1975. The hub of the new system will be at Five Points Station, located in the Atlanta central business district. This $50 million grant will support continued construction of the rapid rail system, aiming toward initial service in December, 1978.

The first grant supplements previous funding for buying 100 new rapid transit rail cars, acquisition of land and construction of right-of-way, insurance, engineering, and design and related costs.

BUT UMTA, which has recently been generous to Buffalo, New York City, and Atlanta, has rejected Denver's plea for Federal funds for a proposed $733 million rail transit system of 22 miles. Instead, Patricelli is offering money for "an improved bus system as a more suitable alternative." Said he: "The case for building rail transport now in Denver is not strong, especially as compared to that of other cities."

Claiming it would be "premature" for the Federal Government to fund the proposed rail system, he said nevertheless: "In recognition of the possible long-term need for a rail transit system in the Denver region and to assist in keeping the rail transit option open for the future, UMTA is prepared to make a loan for advanced acquisition of land and buildings and for rights-of-way, stations, parking, maintenance facilities, and value capture opportunities. (*Ed. asks:* What are "value capture opportunities?")

"Federal funding for light rail construction could be forthcoming some years in the future if the need for high volume transit becomes clearer and if the community has strengthened the case for light rail by making it a part of a realistic community development and growth management program."

CLEVELAND city officials have submitted to the Federal Government a proposal for a $50 million monorail passenger system for downtown. Maybe some Ohio reader will tell us further details.

EVEN in the drab old Philadelphia subway it is possible to fall in love. A year ago Lee Schwartz, a transportation analyst, was sitting on the bench in the Lombard-South underground station, feeling lonely, when a pretty girl named Joan Serota sat next to him. She was carrying a big radio.

Their eyes met. He asked what the radio was for. She said she was a season ticket holder for the Phillies, but the Flyers' last playoff game was also that night, so she was going to listen to hockey while watching baseball.

They talked. He was interested. The train was arriving. They both were going south. Lee asked for her phone number. Joan said she was in the book.

Later, for a whole week, off and on, he kept calling that number, but she was never home, being a season ticket holder for the Phillies.

Finally, they got together. Love blossomed. Lee, who is 25, married Joan, 26, who works for an insurance company. The knot was tied in a synagogue in Lower Merion, a suburb of Philadelphia. On the first anniversary of their wedding they returned to the scene of their first meeting. To them, the Philadelphia subway is a tunnel of love.

LOCATION of New York's old Fifth Avenue Hotel, pictured in our July issue, page 19, with trolleys passing, was Broadway and 23rd Street, says Bill Kleinhaus, 6900 Morningside Rd., Baltimore, Md. 21222. The hotel was built in 1856-'8 and demolished in 1908, according to George L. Larned, Box 263, Bedford Hills, N.Y. 10507. This gives us the date of the photo, because a sign on the front of the building indicates it was being taken down. George thinks it was the world's first hotel to have an elevator. This may or may not be true. Nearly 2,000 years ago the imperial palace of the Caesars in Rome was equipped with an elevator, among other so-called "modern" luxuries.

LATEST plans for a transit system in the Los Angeles area lost out in June, with 69 percent of the voters against it. This was a grandiose project known as the Sunset Coast line, much bigger than the usual local rapid transit system. It called for 232 miles of track—almost the same length as the New York subway system—to be built over a 30-year period along freeways, flood-control channels, and existing railroad rights-of-way, serving 44 cities.

This would have cost $5.8 billion, but well worth it in the long run, according to two Californians, Robert Swan of Long Beach and Arthur C. Davis of Reseda, who sent us the news. The defeat will not halt the drive for new projects designed to lure many residents of the Los Angeles area from their automobiles. The next effort will be for a subway under Wilshire Boulevard, which was originally proposed in 1960 for an area needing rapid transit most urgently. Someday Los Angeleans will find themselves fed up with freeway congestion and smog from auto exhausts—if the eventual shortage of gasoline does't do it for them before that time.

The track will be electrified and the tourist line operated by Metro, which also operates the Seattle Monorail for the city as well as the area-wide transit system of trolley and diesel buses. Estimated cost of the project is about $300,000, with the cars priced at $28,500 each, delivered in Seattle. Included in the total will be repair of the BN tracks, installation of switches, a passing track midway, a repair shop, and passenger shelters.

The waterfront trackage actually is owned jointly by the BN, Union Pacific, and Milwaukee Road, but is managed by the BN. The big railroads offered—and the city accepted—a 10-year lease for use of the track.

SEATTLE, Wash., may soon begin operating a downtown trolley line, reports Steve Scalzo of Chicago. Following the lead of Yakima, Wash., Toledo, and Detroit, the City of Seattle has embarked upon a 1½-mile tramway construction along the waterfront, utilizing one track of a Burlington Northern freight switching line along Alaskan Way between Broad and Washington Streets.

We honor Paul Class of the Glenwood Trolley Museum in Oregon as the man most involved in materializing this project. Previously, Paul, almost single-handed, engineered the purchase of some open trolleys from far-off Rio de Janeiro in Brazil for various museums in the U.S. He also was responsible for bringing trolleys over here from Portugal. Recently he brought two 50-year-old trams from Melbourne, Australia, for use on the Seattle trolley line. These may be in service any day now, with a 25-cent fare to finance their operation. Motormen will be recruited from bus and trolleybus drivers who used to work on the Seattle Municipal Railway.

MASSACHUSETTS Bay Transportation Authority has awarded a $90 million contract for 190 new rapid transit cars, most of which will replace old ones still running on the Blue Line, according to news received from E. Rebsamen, 20 Buckthorn Ter., Winthrop, Mass. 02152.

The contract is believed to be the largest ever offered by MBTA. It was awarded to Hawker-Siddeley Canada, Ltd. Delivery schedule calls for the 70 Blue Line (Revere to Bowdoin station) cars to be on MBTA property by October 1978; at least four of the ten Orange Line (Malden to Forest Hills) cars by the same month; and the remaining Orange Line cars by July 1979.

The Authority unsuccessfully tried to get six American firms to bid on the contract. The companies either couldn't handle the work or were having financial difficulties. Hawker-Siddeley pledged that 70 percent of the material used in building the cars will come from the United States.

The Federal Government, through UMTA, is paying 80 percent of the contract and the state is paying the rest. Each Orange Line car will cost $459,453, and each of the smaller Blue Line cars $446,899.

First of new rapid transit cars for Chicago Transit Authority at Boeing Vertol in Ridley Park, Pa.

MBTA is conducting hearings on a proposed request for Federal funds for its Southwest Corridor Project. This one involves the rebuilding of five miles of existing railroad right-of-way through the South End, Roxbury, and Jamaica Plain to permit relocation of the elevated Orange Line. There would be eight additional rapid transit stations on the new route, of which three—at Back Bay, Massachusetts Avenue, and Ruggles Street—would also serve intercity railroad passengers. Total cost of the project would be $391 million, of which UMTA would fund $313 million.

ROHR INDUSTRIES, INC., has just withdrawn from the field of building rapid transit cars. Although Rohr is primarily an aircraft manufacturer, it expanded in the late 1960s by offering its talents and expertise to construct such cars, and in 1969 it bid successfully for supplying equipment to Bay Area Rapid Transit. Later, it began building cars for the Washington (D.C.) Area Rapid Transit system. But the loss of $47.2 million in the first nine months of its current fiscal year has forced management to leave the rail field.

A TWO-CAR train chartered recently on the Chicago elevated line was unusual in at least one respect: a group from Northwestern University used it for a historical architectural tour of the city's North Side. According to Larry Weintraub in the Chicago *Sun-Times*, some 85 students and their friends paid $475 for a 3½-hour lurch through the North Side and around the Loop three times. Northwestern professors Henry Binford, whose specialty is the history of American cities, and Leland Roth, whose art history field is heavy on architecture, provided the commentary.

The two educators set up a public-address system in the cars when the group boarded the southbound tandem at Davis Street in Evanston. They were joined at Clark and Lake Streets by George Krambles, general manager of the Chicago Transit Authority, and Harold H. Geissenheimer, general operations manager, and the latter's mother.

"I just came here in March and my mother got to Chicago this week," Geissenheimer said. "After 26 years with the public transit system in Pittsburgh, I figured this would be a good way for us to get acquainted with the city."

VANCOUVER, B.C., will probably never see actual operation of the light rail trolley imported last year from Hanover, Germany, according to Lorne Muishead, 6730 232nd St., Langley, B.C., Canada. The B.C. government intended to test the car on the Central Park line in Burnaby, and for that reason they spent $150,000 to have it brought from Germany for the operation that might presage a new light rail system in the area.

However, a new Conservative government came into power and wanted no part of the effort, even though the money for it had already been expended.

William Duncan, the new assistant manager in charge of transit, was quoted in the *Vancouver Sun* as having said the car is unsuited because it seats only 36 passengers (we can't believe this) and its wheels are too small and treads too narrow for use on B.C. tracks! Someone should tell him how simply the wheels could be changed.

TORONTO'S proposed $140 million extensions to the Bloor-Danforth subway have been approved by Metro Council's Executive Committee. This body followed the lead of Toronto Transit Commission in accepting both the east and west extensions, although the west one will be delayed nine months from the latest announced opening date.

The east leg will cost $89 million and will be built by June, 1980, two years later than the TTC originally expected.

New Electric Publications

***Lines of Pacific Electric: Northern and Eastern Districts*, published as Interurbans Special 61 by Interurbans, P.O. Box 6444, Glendale, Calif. 91205. This 114-page book, 8½ x 11", with soft covers, sells at $7. In its heyday the Pacific Electric was the world's biggest interurban system. Since then, we believe more books have been published about it than any other traction company. Even after the demise of Ira L. Swett, the author of many such books, his succesor company continues to produce good material from his collection of railroadiana.**

This book is a companion to one published not long ago on the Southern and Western Districts of PE. Now we have many pages of data, photos, history, and maps of the old Pacific Electric lines to the north, such as Pasadena and Mt. Lowe, and the eastern lines to San Bernardino, Riverside, etc. The last 16 pages of the new book are devoted to remnants of the PE system as they are today, in photos and text. It is one that PE fans cannot do without.

(*Ed. note:* The late Harry Bedwell, who once worked on the Pacific Electric, wrote a long, authentic, fiction story about this great system, entitled "Tower Man," for our May '41 issue. It was reprinted in condensed form in Aug. '59. We have no copies for sale of either issue, but you could probably get them through our *Switch List* or from Arnold Joseph, Fred Arone, Grahame Hardy, etc.)

***Philadelphia in Motion*, compiled by J.W. Boorse, Jr., 96 pages, 11 x 8½", with soft cover binding, was published by Bryn Mawr Press, Inc., Box 690, Bryn Mawr, Pa. 19010, at $7.95. The subtitle of this book explains it well: *A nostalgic view of how Philadelphians traveled, 1902-'40*. Without text, it provides interesting views of the many modes of transport in the early 1900s: traction, steam roads, ferries, buses, aircraft, etc. This is a rare assortment of fine old scenes of the Philadelphia area, almost none of which we've seen before.**

***Along the Line*, subtitled *Interurban to Clinton*, Vol. 1, 1903-'31, ninety pages, 8½ x 11", with soft covers, is available from the author, H.H. Howell, 1006 Longfellow Lane, Plainfield, Ind. 46168. Since you'll never guess the subject from its title, we will say it's a collection of stories, incidents, reminiscences, and photos (all supplied by the author) of a single interurban route along which he used to live. The route is the Terra Haute, Indianapolis & Eastern's line from Terra Haute to Clinton, Indiana. The author lived in North Terra Haute and fired on the PRR's *Spirit of St. Louis*, but has always been interested in the interurban line that once ran through his home town. His recollections and facts are richly flavorful and of interest to local residents as well as railfans.**

***Bangor Street Railway*, by Charles D. Heseltine, 82 pages, 8½ x 11", with hard covers, was issued as No. 81 in the Transportation Bulletin series of Connecticut Valley Chapter of NRHS. Available at $12 from Roger Borrup, P.O. Box 232, Warehouse Point, Conn. 06088. Bangor was the first city in Maine to have a street railway. This one grew into several city lines and two suburban runs to Charleston and Old Town. Here is a well-rounded story of the operations from the beginning in 1889 to the end on New Year's Eve in 1945. Included are photos, a roster, a detailed map, and reproductions of timetable and transfer forms.**

***South Shore: Quincy-Boston*, by Bradley H. Clarke, 45 pages, 8½ x 11", with soft covers and stapled binding, may be had for $2.95 from Boston Street Railway Assn., P.O. Box 102, Cambridge, Mass. 02138. This chronicles the South Shore extension of Mass. Bay Transportation Authority transit line to Quincy, which was built along the former right-of-way of the Old Colony Division of what was once the New Haven Railroad. The 6¼-mile route was opened on September 1, 1971, twelve years after abandonment of the Old Colony line. After a brief history of the Old Colony line, the author covers in detail the successful efforts to obtain the route for rapid transit and the Federal funding. Success of the project was shown by ridership doubling the 10,000 daily passengers projected prior to the opening. Today an extension of the line to Braintree, Mass., is anticipated. There are a roster, a map, and many photos, even a few of the Old Colony service.**

NOTE from Steve Maguire. Prospective traction historians, if you need *reproductions* of timetables, transfers, etc., from any company, contact me at Box 51, Belmar, N.J. 07719. I have a sizeable collection of originals and reproductions from lines all over America that may possibly include what you seek. Readers in general, please continue sending transit news to me.

Bangor Ry. & Electric Co.54 at East Corinth station, Charleston line, from book reviewed this month.
Collection of Roger Borrup, P.O. Box 232, Warehouse Point, Conn. 06088

Nicholas Morant

Years ago, when this photo was made, *The Wickham*, a track motor car carrying Canadian Pacific's president on an inspection trip, stopped here at Elko, B.C., during a hard early evening rainstorm.

BOOKS of the RAILS

by Gorton T.H. Wilbur

KATY NORTHWEST, by Donovan L. Hofsommer, 305 pages, 8½x11", hardbound, photos, maps, passes, Pruett Publishing Co., $26.95. (Available from Railroad Magazine Book Service.)

Katy Northwest is the first book, to my knowledge, written in depth about branch line railroading. I think it's a good idea—rewarding to the historically-minded fan and good reading. Too many authors have worked to death certain areas and certain railroads. It's time for a different approach.

Donovan digs out the color and history of the Northwest District of the Missouri-Kansas-Texas and its influence on the people and commerce of the area. Originating as the Wichita Falls & Northwestern and later combining the Beaver, Meade & Englewood, under Katy ownership, the line swung north from Wichita Falls, Texas, into the Oklahoma Panhandle. Agriculture plus short-lived oil and natural gas traffic were its mainstays, and good money-makers for a while, too. But when the oil business vanished, seasonal agriculture yielded falling revenues. MKT's inability to prop up the financially plagued route showed that its best days were behind it. By 1973, part of the line had been abandoned; other sections were taken over by shortline operators. The book has many fine pix that should bring joy especially to railfans in the Texas-Oklahoma area.

John W. Barriger, ex-president of MKT, veteran chief executive of other carriers, and one of our *Interesting Railfans,* writes in the forward; "The author has used the WF&NW, Katy's Northwest District, and the BM&E as a collective model in order to portray the usual financial and corporate birth pains, the struggles of construction, the trails and disappointments incident to the development of traffic, the occasional hours of scucess and triumph, and then the lapse into poverty and old age, characterized by continuously declining traffic caused by the diversion of tonnage to state- and nationally-supported systems of highways and super-highways.

"Dr. Hofsommer's historical narrative is of particular interest to me because when I arrived at Katy headquarters in mid-March of 1965 as its newly appointed president, one of the principal questions pending was whether to proceed with the previous administration's application for abandonment of this mileage, or defer such action. Due partly to the glowing outlook for a bumper wheat crop that year and the importunings of both public officials and the on-line shipping public generally, I had hoped—and for a while I firmly believed—that the MKT might be able to save this mileage. Nevertheless, losses on the BN&E and on the Northwestern District (except for the 76-mile portion between Wichita Falls and Altus) continued to pile up. Thus the abandonment applications were reinstated with the ICC and hearings were begun late in 1968. I was Katy's lead-off witness.

"The rest is history. It should be noted that this was the largest single branch line abandonment ever authorized by the ICC. Only complete railroad abandonments such as that of the Fort Smith & Western and the New York, Ontario & Western involved more mileage. The author has skillfully written an effectionate but even-handed history of Katy's Northwestern District—a typical branch line railroad of the Great Plains."

The real work-horses of the old New Haven's western freight operations were the 3200 class 2-10-2's. A good case in point is No. 3217, L-1, Schenectady-built in 1918, hauling NO-1 through Shelton, Conn., in late 1930s.

Collection of Gorton T. H. Wilbur

SCHEMATIC TRACK DIAGRAMS OF THE ERIE LACKAWANNA RAILWAY, by William H. Sheppard, 80 pages, 5½x8½", softbound, drawings, W.H. Sheppard, $12.50. (Available from Railroad Magazine Book Service.)

The price might appear to be high for an 80-page softbound book of drawings, but Sheppard has gone to great lengths to select portions of EL's old New York and Scranton Division, that should appeal to the road's technical historian with symbol keys in the track diagrams. Included in section one is Morristown line, the Orange and Caldwell branches, Greenwood Lake spur, and Totowa industrial spur. Section two takes in mainline, Bergen County line, Northern branch, NJ&NY branch, Piermont branch, Graham line, Montgomery branch, Newburgh branch, Passaic, Newark, and Carlton Hill branches, and Dundee Spur.

RAILWAY RELICS AND REGALIA, edited by P.B. Whitehouse, 176 pages, 8½x11", hardbound, photos of railroadiana, maps, timetables, tickets, Trewin Copplestone Publishing Lts. 5 pounds in British money. (Available from Railroad Magazine Book Service.)

Patrick Whitehouse, author of 16 rail books, preservationist extraordinary, and owner of steam locos, has put together an interesting account of collecting British railway relics that run from lamps, whistles, and labels to cutlery, china, and loco and number plates. He strikes a sensitive chord, too, because most railfans are collectors. *Railway Relics and Regalia* is the first survey of British rail memorabilia in detail from the steam age. Each of its 13 chapters was written by an expert in the field. The book is well illustrated with 210 pix—including 50 in full color—of fine specimens in national museums, private collections, and the sales outlets of British Rail.

Periodicals and Journals

NATIONAL RAILWAY BULLETIN, National Railway Historical Society, is edited by Wm. C. Wagner, one of our *Interesting Railfans,* Box 2051, Philadelphia, Pa. 19103. This is Bill's second copy of the "new" *Bulletin,* Vol. 41, No. 2, and it's a good one. With swinging bell, 4-8-2 No. 5343 hauls the last section of the *Sunshine Special* under Grand Ave. in St. Louis in 1935 on the front cover, setting the pace for a lively illustrated article by W.M. Adams on "The *Sunshine Special.*"

Harry Libby, an old boyhood New London, Conn., pal of mine, who works for FRA and is a member of the Washington (D.C.) Chapter, should know something about one of our favorite roads, the CV, and proves it in his "Central Vermont Memories." Other interesting articles are "Grand Trunk in New England," by Richard G. Durnin, and Kenneth S. MacDonald's "Canada's Maritime Provinces" photo-story. Rail news and book reviews balance out another fine edition.

SHORELINER, edited by Gordon Q. Cochrane, Jr., and published quarterly by New Haven Railroad Technical Assn., Inc., a non-profit, tax-exempt organization, 312 Scott St., P.O. Box 1803, Montgomery, Ala. 36103. Subscriptions in U.S. and Canada, $8 per year, foreign postage, $2 extra per year. Make checks payable to Treasurer, NHRTIA and mail to Gordon Q. Cochrane, Jr., 256 Central St., Foxboro, Mass. 02035.

For New Haven railfans these quarterlys are gems. One issue might be about certain sections of the juice operations of the old New Haven system. Or an article would cover the equipment and yard facilities at Cedar Hill, Readville, Midway, Providence, etc. In Spring '76, the western part of the NH was covered with "Poughkeepsie Bridge Route," by Manville B. Wakefield, and "Gateway to the WestMaybrook Line," by Oscar W. Jensen, while Edward B. Burns, Sr., writes "Recollections of the Maybrook Line." Arthur Bixby, Sr., tells about "Experiences on the L-1," the 2-10-2 workhorses that labored almost exclusively on western end of N.H. All articles are well illustrated. In this Spring quarterly you'll also find good drawings of CNE and NYNH&H engine facilities at Poughkeepsie, N.Y., on Dec. 11, 1918, and CNE and NYNH&H engine facilities at Maybrook, N.Y., on Nov. 17, 1922.

CANADIAN RAIL, Canadian Railroad Historical Assn., is a slick-paper railfan monthly edited by S.S. Worthen, P.O. Box 22, Station B. Montreal, Que., Canada H3B 3J5. Regular CRHA membership $12 a year, associates $9, includes 12 issues of CR covering steam, diesel, and juice operations, and an occasional steamboat article. Pleasing photos, too.

THE TIMETABLE COLLECTOR, edited by Ed Gardiner for the National Assn. of Timetable Collectors; pix, maps, timetables. Regular membership in NATC, $8 per year, sustaining $12; but outside U.S. and Canada, $14. Details from Col. Emory Kemier, treasurer, Box 9616, Roselyn Station, Arlington, Va. 22209.

THE BULLETIN, Railroad Station Historical Society, edited by Wm. F. Rapp, one of our *Interesting Railfans,* 430 Ivy Ave., Crete, Neb. 68333; photos, diagrams, maps. For $3 a year you can become a member of RSHS, receive the *Bulletin,* and join others in reliving old city and rural depot days.

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The books are available only by mail through Railroad Magazine Book Service, 420 Lexington Ave., New York, N.Y. 10017.

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HOBBY CLUB

conducted by Sy Reich

ANY RAILFAN will tell you Labor Day weekend doesn't wind up the season for many steam and electric museum and tourist operations. A good example are the Saturday-Sunday trips in Ohio, Indiana, and Illinois. For example, grid followers of the Bengels, Hoosiers, Bears, and Illini have good weekends. The railfans too, will do their thing.

In Ohio, the Cuyahoga Valley Line train—with a puffing Mike, ex-Grand Trunk Western 4070—leaves from a station in Brookside Park at the Fulton Rd. entrance to Cleveland Zoo on weekends 10:30 a.m. until Nov. 7 on a 55-mile round trip lasting six hours through scenic Cuyahoga Valley.

In southeastern Ohio the Hocking Valley Scenic's 2-8-0 No. 33 (ex-Lake Superior & Ishpeming) runs weekends and holidays until the end of October on a 15-mile round trip of 80 minutes over a former C&O branch that used to be part of the original Hocking Valley road. The train departs at 10 a.m., noon, and 2 and 4 p.m. from the depot on U.S. Rte. 33, one mile south of Nelsonville.

And in the same state, the Toledo, Lake Erie & Western offers a two-hour, 21-mile steam round trip between Grand Rapids and Waterville over a former Nickel Plate branch beside the swift-flowing Maumee River. Its usual power is ex-Detroit Edison Co. 0-6-0 No. 202, running weekends and holidays, leaving Rand Rapids at 1 and 3 p.m. and Waterville at 2 p.m.

A streetcar or interurban is operated Sundays thru November, 12:30 to 5:30 p.m., by the famous Ohio Railway Museum at 999 Proprietors Rd., just off Ohio Rte. 161, one mile west of I-71, exit 61, in the Columbus metropolitan area. And at Trolleyville USA, from the Columbia Park shopping center on Rte. 252, Olmsted Falls, you can enjoy a 2½-mile ride for 18 minutes over the Columbia Park & Southwestern Electric Ry. on Sundays from 1 to 6 p.m. until Sept. 26th. This is one of Steve Maguire's favorite hangouts.

IN NEIGHBORING INDIANA, the Whitewater Valley R.R. runs a diesel-powered train from depot on State Rte. 121 in Connersville on a 5½-hour, 50-mile round trip along the route of the old Whitewater Canal from Connersville to Brookville, leaving Connersville at 12:01 p.m. weekends and holidays thru October.

At Metamora also in Indiana, a steam-powered shuttle train operates a ¾-hour, 5-mile round trip. And the Indiana Ry. Museum on Rte. 150 north, near the junction of I-74 and Indiana Rte. 3 south, midway between Indianapolis and Cincinnati, on I-74 at Greenburg, operates a 9-mile, one-hour round trip between Greenberg and Sandusky, Ind., over the former NYC trackage on weekends and holidays thru October at noon and 2 and 4 p.m. Train is hauled by No. 11, 0-4-OT, ex-Indiana & Ohio Stone & Gravel Co.

The Flying Dutchman R.R. of LaPorte County Historical Steam Society, 2940 Mt. Claire Way, Michigan City, has a 2-mile, 15 minute steam trip over unique dual-gage trackage through the Society's interesting 155-acre grounds on Sundays through Oct., 1-6 p.m. And the Indiana Museum of Transport & Communications on State Rte. 19 in Noblesville, north of Indianapolis, runs a ½-mile, 12-minute trolley round trip through Forest Park, 1-6 p.m. weekends and holidays thru October.

IN ILLINOIS, Crab Orchard & Egyptian R.R. trains leave from brick depot in downtown Marion, just off I-57, on a 14-mile, 75-minute round trip over a branch of the ICG daily through Oct. 15 and weekends until Dec. 5 at 10:10 a.m., 1:01, 3:33 p.m., with ex-Central Ill. Pub. Service Co. 2-4-2 No. 5 on the head end.

Monticello & Sangamon Valley Ry. in central Illinois about 25 miles southeast of Champaign, operates steam on weekends and holidays thru Oct. 31 on a 3½-mile, 40-minute round trip over former Illinois Terminal right-of-way. Trains run hourly from noon to 5 p.m.

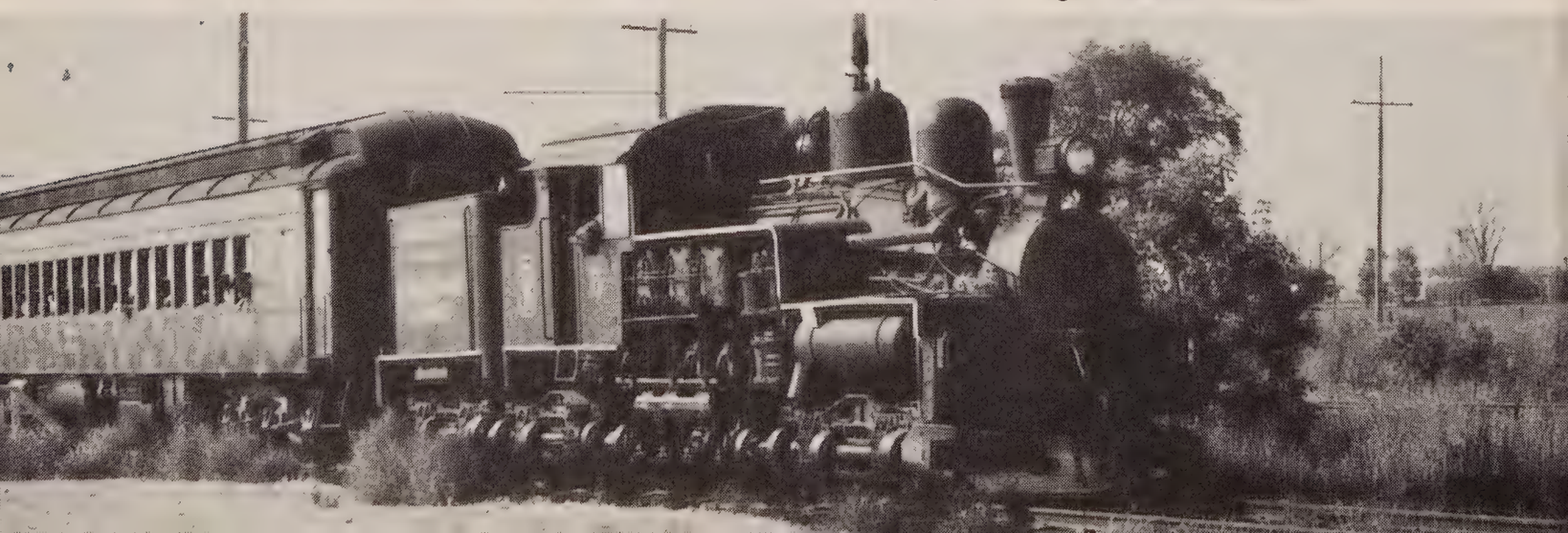
The Illinois Ry. Museum on Olson Rd., one mile east of Union, runs electrics on Saturdays thru Sept. and on Sundays thru Nov., and steam on Sundays thru Oct. 17th. The steam trips are noon to 5 p.m. Electric, 10:30 a.m.-5:30 p.m. over a 3-mile, 20-minute round trip on the former Elgin & Belvidere right-of-way.

RELIC Trolley Museum operates the Fox River Line at South Elgin, about 35 miles northwest of Chicago. Interurbans leave from Castlemuir depot on Rte. 31, a short distance south of I-90 on a 2½-mile, 20-minute ride along the scenic Fox River over a section of the old Aurora, Elgin & Fox River interurban. Trips are scheduled on Sundays and holidays 11 a.m.-6 p.m. thru Oct. 31st. Keep in mind at all these museums and tourist lines, the members of these organizations have worked long and hard to put their show on rails and they want you to enjoy their efforts. Thanks to Steve Bogen for a lot of this material.

WE DIDN'T have too much dope last month on the Railroad Enthusiasts 470 Club's annual fall weekend railfans delight out of Portland, Me., Oct. 2 and 3; but Jerry Angier, who edits the club's newsletter, has since sent us a program to make anyone want to climb aboard. On Saturday, Oct. 2 the club runs their Gorham Gallivant from Portland to Gorham, N.H., and back. A mid-day family-style meal will be served at Gorham for the first 300 reservations

Illinois Railway Museum

Among the many pleasant places for a railfan to visit is Illinois Ry. Museum, one mile east of Union, Ill. No. 5, 3-truck Lima Shay, and ex-Frisco 2-10-0 No. 1630, are part of large collection to see.



received. Central Vermont and Grand Trunk 1776 Bicentennial diesel locos will haul CN air-conditioned coaches and an open-end baggage car, with photo run-bys. You leave Portland at 8 a.m., arrive back about 6:30 p.m. Adults $22, kids (5-12) $16. Gorham lunch for adults $3.50, kids $2. For tickets write H.O. Preble, The 470 RR. Club, P.O. Box 373, Brunswick, Me., 04011.

The next day, Oct. 3, will be the 16th annual 470's Fall foliage tri-state trip from Portland up over the Grand Trunk to Island Pond, Vt., 300 miles round trip, with open-door baggage and snack-bar cars, and air-conditioned CN coaches pulled by GT/CV locos. Almost the same equipment used will be on run to Gorham. And, natch, photo run-bys. You leave India St., Portland at 8 a.m., get back about 7 p.m. Adults $28, kids (5-12) $19. Buy tickets from Ron Johnson, 470 RR. Club, P.O. Box 2468, South Portland, Me. 04106.

Getting her own 4th of July, 1966, picnic lunch of coal and sand is Atlanta Chapt. NRHS's ex-Savannah & Atlanta Pacific No. 750, on Central of Georgia at Ft. Valley. Carefully attended, high-wheeled 4-6-2 was Alco-built in 1910.

From *Southern Steam Specials* by Mike Eagleson and Ron Ziel. Photo by Ron Ziel

ATLANTA CHAPTER, NRHS, members are aglow with pride these days. George Weber, ed. of the chapter's newsletter *The Hot Box,* writes that Atlanta's mayor, Maynard Jackson, signed a resolution recently transferring title of former Atlanta & West Point R.R. Pacific No. 290 from the City of Atlanta to the chapter. The heavy 4-6-2 had seen a lot of service hauling the *Crescent Limited* and the *Piedmont Limited* between Atlanta and Montgomery, Ala., from 1926 until the A&WP retired her in 1954. Atlantans had learned that the 290 was to be scrapped in 1956 and they formed the "Save the No. 290 Committee." Their efforts were successful: A&WP donated the loco to the City of Atlanta in 1958. Since then dedicated chapter members have periodically cleaned, oiled, and greased the Lima's moving parts with dreams of future restoration and operation. That dream can become a reality through donations. Send checks payable to Atlanta Chapter, NRHS "For 290 Fund" to Miss Louise B. Leonard, treasurer, 33 Fernwood Dr., Rte. 5, Fayetteville, Ga. 30214.

FRED STINDT, chairman of the Pacific Coast Chapter, Railway & Locomotive Historical Society, who is one of our *Interesting Railfans,* writes that the Sacramento Railroad Museum dedication date has been set for Sept. 25th. He says the chapter's Virginia & Truckee engine No. 13, named *Empire,* and V&T combo car 16 have been moved by truck from the Key System Maintenance Bldg. in Oakland to Sacramento. The Santa Fe hack at Richmond followed on a flatcar. All three pieces of equipment were taken to the station. Fred and the gang at PCC should put on quite a program of historical Western rail equipment and other railroadiana when the Society holds it annual meeting in San Francisco and Sacramento next spring.

HARRY GOW of Hull, Que., sends us word about a new rail group that he heads in Canada, known as Transport 2000. They are now affiliated with Transport 2000, U.K., and Transport 2000, France. The idea started in Britain in 1973. Then the Saskatchewan Committee for Rail Passenger Service was formed in Regina last January, with its principal objective being the improvement of rail passenger service, particularly transcontinental and intercity trains in western Canada. This group is backed by Regina civic leaders, labor unions, a number of Members of Parliament, and provincial MLA's of all parties. Harry's Transport 2000 address is P.O. Box 300, Terminal A, Ottawa, Ont. K1N 8V3, Canada.

JOHN EICKER, ed. of Balimore Chapter, NRHS, newsletter *The Interchange*, relays some pertinent advice from NRHS library chairman Earle Finkbiner that Allan Vaughn mentioned in his *News Extra*. Earle says the time is now to be alert, recalling recent historical material in a division railroad office about to be dumped into the garbage. All railfans in this time of change, with railroads being merged or absorbed by the ConRail operations, should urge their railroad friends to let the responsible NRHS, or some other organization, see material that is being recycled, for possible use in archives.

GATHERED at Promontory Point, Utah, on May 10, 1869, was a heterogeneous group made up of railroad officials and personnel, government representatives, and construction crews among more than 600 onlookers. They were there to help celebrate the joining of two great railroad lines. As the two engines—Central Pacific's *Jupiter*, out of Sacramento, and Union Pacific's No. 119 from Omaha—stood only a few feet apart on a single track, former Gov. Leland Stanford of California drove a gold spike into the final tie.

As a memento of this historic event, Selective Enterprises Co. has created and is selling a replica of the gold spike, identical in size, shape, and appearance, 24-K gold-plated, with a handsome period locomotive embossed on the face. Selective Enterprises is located at 5072 La Luna St., La Palma, Calif. 90623.

HOPEFULLY, this tentative schedule just issued for the American Freedom Train will prove more helpful than the other tentatives they have issued. As we go to press, ex-Reading 2101 is doing the honors in the Northeast, with ex-Espee 4449 due to take over south of Washington, D.C. So here we go:

Suburban Philadelphia, Sept. 11-14; Baltimore, Sept. 16-20; Hagerstown, Sept. 22-23; Washington, D.C., Sept. 24-28; Fredericksburg, Va., Sept. 29-30; Norfolk, Oct. 2-7; Richmond, Oct. 9-12; Charlottesville, Va., Oct. 13-14; Roanoke, Oct. 16-19; Danville, Oct. 20-21; Winston-Salem, Oct. 23-26; Fayetteville, N.C., Oct. 27-29; Raleigh, Oct. 29-Nov. 1; Charlotte, Nov. 2-4; Greenville, Nov. 15-18; Savannah, Ga., Nov. 19-21; Tallahassee, Fla., Nov. 23-24; Jacksonville, Nov. 26-29; Gainesville, Nov. 30-Dec. 2; Orlando, Dec. 3-5; Lakeland, Dec. 6-8; Petersburg, Dec. 9-12; Sarasota, Dec. 13-15; Palm Beach, Dec. 17-19; Ft. Lauderdale, Dec. 20-23, and Miami, Dec. 26-31.

SWITCH LIST

All ads in this section cost 20¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017. Terms: Total remittance must accompany order. Deadline for ads: 15th of third month preceding month of issue. (Example: Nov. issue closed August 15th.)

FOR SALE 150 different railroad emblem watch fobs, $2.50 each. Tie-tacs, key chains, tie-clips, $1.75 each. Large belt buckles, $5 each plus 50¢ postage. Send stamp for free list. Dealers write.—Hoovers, 120R Fruit, Peru, Ill. 61354.

STEAM LOCOMOTIVE name and address rubber stamp, $4.95. Figure only, $2.95. Name and address with your selected drawing, $7.95.—Lawson's Rubber Stamps, Rte. 4-RO, Salem, Ill. 62881.

MIKE EAGLESON, 37 Edgemere Ave., Mt. Arlington, N.J. 07856, sells his revised Bicentennial edition of "Southern Steam Specials," $4.95 ppd.; "Steam on the Anthracite Roads," $6.95 ppd.; "Twilight of World Steam," $14.95 ppd.

FOR SALE: Historical Railroad Lanterns book, $6 postpaid. Order from author, A.S. Burkhalter, P.O. Box 41, Winchester, Tenn. 37398.

ROGER ARCARA, 1525 Leland Ave., Bronx, N.Y. 10460, sells reconditioned folding roll-film cameras, sizes 120-620 and 116-616; also reconditioned movie cameras for 16mm and regular 8mm film. Details for 13¢ stamp.

WORLDWIDE RAILROAD & TROLLEY SLIDES, early to modern, selections for fans or collections for business. Retiring after 23 years. $1 for lists, sample; specify roads.—35-Slides, Box 6098, Colorado Springs, Colo. 80934.

BUYING RAILROAD COLLECTIONS and single items. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax-sealers, calendars, signs, miscellaneous items. Single items and small accumulations purchased by mail. Collections picked up anywhere in the country. Write to Fred Arone, 377 Ashford, Dobbs Ferry, N.Y. 10522.

COLOR DIESEL SLIDES. Thousands to choose from, representing hundreds of major railroads, shortlines, industries. Constantly expanding inventory from across North America. For current catalog and sample send $1 to Porreca, Box 22, Boulder, Colo. 80302.

WANTED: ANYTHING from Cuban rrs.—Alberto J. Montero, 6600 Riverton Ave., North Hollywood, Calif. 91606.

OLD STATE and railroad maps: 70 to 110 years old; all states; some old county maps. Send SSE; specify which state—Northern Map Co., Dept. RR, Eagle River, Wisc. 54521.

WANT TO KNOW what's going on in the Midwest? Read MIDWESTERN RAILS, 12 issues $7.50 from White Publishing, 208-B N. Stewart St., Geneseo, Ill. 61254.

1977 NEW ENGLAND RR. CALENDAR now available, limited, $3 postpaid. Free catalog. Dealers wanted. Photo sets and calendars available—Comet Films, Box 8741, Boston, Mass. 02114.

ANNUAL PASSES all major rrs., 1920s thru 1950s, for sale $1 each postpaid. No list. Send your preference.—E.S. Peyton, 1321 Bracken, Las Vegas, Nev. 89104.

"KEY, LOCK and LANTERN"—the railroad hardward collectors indispensable reference guide, published quarterly $7 year. Sample copy free for large double-stamped SSE—KL&L, Box 174, Pittsford, N.Y. 14534.

WANTED: PICTURES, INFORMATION on C&NW branches Fremont to Lincoln, Hastings and Superior, Neb.; Great Plains Railway; C&NW Eastern Division and Nebraska Div. employees tts.—Mike Bartels, 1100 Mulder Dr., Lincoln, Neb. 68510.

BUYING NEGATIVES OR ORIGINAL SLIDES? How many dealers do you deal with? If your last answer is more than one, it's too many. RFM has over 50 sources covering this country, Canada, and Mexico. Each bi-monthly issue listings change, and include steam, diesels, traction, and mainline electrics, also cabooses, depots, observations, and other miscellaneous equipment. Try us! Single copy $1.25; yearly subscription $6.— Rail Film Monthly, P.O Box 4676, San Francisco, Calif. 94101.

"TURBINES WESTWARD," the story of the Union Pacific's turbine era, 160 pages, 300 photographs, roster, drawings, hardbound, $14.95.—Lee Publications, 2804 Goodrich Circle, Manhattan, Kan. 66502.

C&NW RR MEMORABILIA, history, railroadiana wanted 1836-1976—Alden Miller, 3212-34th Avenue South, Minneapolis, Minn. 55406

TIMETABLES—BUY, SELL OR TRADE. Send your want or sale list. SPECIAL—"END OF AN ERA" 1960's system tts, package of various lines, $15 value . . . $10/Carl Loucks, 199 Wayland Street, Hamden, Conn. 06518

DINING CAR CHINA dishes, glasses, linen. Railroad ash trays and paper items. Send SSE for new big list—James McClellan, 1752 S. Wichita, Wichita, Kans. 67213

GULF, MOBILE, & OHIO & KANSAS CITY Southern Lines duplicate slides for sale. 24¢ SSE for lists—Tom Marsh, 9238 Neff, Houston, Tex. 77036

WANTED: 32 VOLT DC railway electrical equipment especially 110 VOLT DC inverters. Also used Edison batteries—Ken Sorensen, 1600 Braden, Chariton, Iowa 50049

ORIGINAL BLANK PENNSYLVANIA RAILROAD time sheets for trainmen or enginemen. Perfect for framing for your den. Measure 5½"X16". Already a collector's item, sure to increase in value. Perfect Christmas gift for the railroad buff, antique collector. State preference, $2 each or $3 pair—R. C. M., 622 Kathryn Street, Reading, Penna. 19601

PAYING MORE for old Railroad or Express items, almost any quantity. I purchase nationwide by mail; switch keys, dining car china, uniforms, badges, tall globe lanterns, spare marked globes, wax sealers, daters, metal signs, packet watches, depot clocks, steam builders plates, bells, playing card decks, telegraphy, early annual passes, old timetables, much more. Why sell for less?—Scott Arden, 20457 Highway 126, Noti, Ore. 97461

FOR SALE: A new book "Detroit, It's Trolleys and Interurbans". 48 pages, with photos and maps, $2.50 plus 25¢ postage—Michigan Transit Museum, P. O. Box 12, Fraser, Mich. 48026

NEGATIVE LIST: 3½X2½ black and white steam, trolley, diesel, depot, etc. reasonably priced. SSE—Meyer, 128 Corner Street, Watertown, Wisc. 53094

TELEGRAPH EQUIPMENT COLLECTORS: Want an authentic operating telegraph display? The Vaughan Automatic Telegrapher will let your sounder operate from your cassette player. Includes hour cassette or recorded train orders and messages. $16.99 postpaid (except for Iowa and Canada residents $17.50) or send SSE for complete details—Vaughan Specialty Co., 705 N. 8th Street, Mt. Vernon, Iowa 52314

RAILROAD LANTERNS FOR SALE: Reducing ten year collection of lanterns and other railroadiana. SSE for large list—Bob Buckner, 758 Salisbury Road, Columbus, Ohio 43204

VOL. 2, LACKAWANNA RAILROAD PICTORIAL REVIEW, 100 pages 8½X11, soft cover, plastic bound book of extremely rare postcard pictures, Washington, N. J. to Buffalo, N. Y. Complete Main Line Div. Emp. tt #2, 1899 schedules and rules, 1900 Ithaca timetable, 1917 Main Line timetable, 1865 Syracuse, Binghamton & New York Railroad timetable and instructions, over 160 scarce pictures you probably never saw before or will ever see again in one place. Vol. 2 definitely a must for Lackawanna fans. Picture of Heart Lake Station on cover. Some copies of Vol. 1 are still available. This is a potpourri of Lackawanna material. Immediate shipment via book mail. Specify Vol. 1 or Vol. 2, only $5 per copy, $10 for both postpaid from Ed Gardner, 22 Garden Avenue, Mountaintop, Penn. 18707

PENNSYLVANIA RAILOAD public timetable collectors will enjoy "Pennsylvania Railroad East-West Through Service", a 128 page, 8½"X11" soft cover plastic bound book chock full of Pennsy thru train schedules, CT220 consist reports, compendium of public timetables 1930 to last timetable issued. See actual schedules of such rains as "The Red Knight", "The Sea Gull", "Seaboard Express", "The Airway Limited", "The Steel King", and many others—famous Pennsy advertisements of bygone years, actual Pullman car diagrams showing layouts of sleeping car accommodations—and much, much more—only $5 copy postpaid from Ed Gardner, 22 Garden Avenue, Mountaintop, Penn. 18707

TROLLEY & ELECTRIC TRACTION SLIDES: Original 35mm Kodachrome slides of electric transportation operations in the United States, Mexico, Canada, Eastern and Western Europe. Sold on approval basis. Information, 3 samples $2—Traction Slides International, Box 123-R, Merrick, N.Y. 11566

TWO WHITE PASS & YUKON ROUTE EMPLOYEES feel that the real story of pushing rotaries and freight over the three foot iron should be told. Anyone who has ever worked for the WP&YR, including the 770th Railway Operating Battalion, we need you. Will buy or copy White Pass manuscripts, papers, railroadiana. Also want recollections, stories, photographs, even names of people we could trace down on our winter jaunts outside. Have tape recorder, will travel. Write Rand Snure or Steve Hites, Box 86, Skagway, Alaska 99840

LANTERNS, TIMETABLES, DINING CAR ITEMS, ticket daters, tickets, passes, calendars, caps, wax sealers, rubber stamps, miscellaneous. For list send SSE to Ron Cady, Route 5, Box 77-F, Cheboygan, Mich. 49721

TRAIN ORDERS FOR SALE: One train order from each of 100 different railroads, including abandoned roads, L&NE, NYO&W, merged roads, ACL, SAL, GM&O, IC, PRR, NYC, GN, NP, CB&Q, Monon, etc., short lines and presently operating railroads. All orders dated between 1940 and 1970 and in first-class condition. Price $10 per set—S. W. Conner, Box 484, Victoria, VA. 23974

FOR SALE: Negatives of stations, cabooses, diesels, Amtrak passenger and head end equipment plus some color slides of same, also some steam—Richard Anderson, 334 S. Prindle, Arlington Heights, Ill. 60004

DINING, SLEEPING AND PRIVATE CAR ITEMS, including silver and china. Also unusual collector items. Send large SSE to Railroad Items, P.O. Box 1616, Milwaukee, Wisc. 53201

ED BLACKMAN, Box 89, Georgetown, Conn. 06829 sells original Kodak RR slides. Send 25¢ plus SSE for sample and list

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RAILWAY HISTORY MONOGRAPHS. Subscribe to the only journal covering all phases of railway history. $6 per volume (100 + pages). Some back issues available. Send for catalog.—J-B Publishing Company, 430 Ivy Avenue, Crete, Nebr. 68333

WANTED: Vols. 1-3 "The LIRR, A Comprehensive History" by V. Seyfried. Also: RR books pre-1965-T. Vichroski, 17 Woody Lane, Northport, N.Y. 11768

TRADE: 157 issues of RAILROAD (1954-1973) for ones to complete my collection (1929-1946). Send for list—Andrew Wittenborn, 152 Mountain Road, Pleasantville, N.Y. 10570

YOUR STAMP RECEIVES LIST of RAILROAD Magazine and trains for sale or trade. Other railroadiana offered—J. Wilkus, 1644 S. Lawrence, Philadelphia, Penn. 19148

WANTED: T&OC public tts, 1915 to 1925. Also book Toledo, Port Clinton, Lakeside (Interurban)—J. Kenty, 846 Hermosa, Cincinnati, Ohio 45238

JUST COMPLETED "spring cleaning" my postcard negative collection. Many 122 size portrait negatives now available never previously offered. Mostly shortline steam. Some items from BR&L files 50 years old! List 25¢—Tom Lawson, Box 5343, Birmingham, Ala. 35207

BICENTENNIAL FREEDOM TRAIN TEE SHIRTS. Limited quantity, original design, full color, dyed on quality polyester. $5.50 plus 50¢ per order handling charge. All sizes. Send payment to Charles Coulston/John Schmale, 1703 Virginia, Redwood City, Calif. 94061

DUPLICATE COLOR SLIDES/PRINTS of all major roads, shortlines, passenger cars, and cabooses in North America. 12,000 items catalog with sample $1 refundable—Thomas Chenoweth, Box 948, Poway, Calif. 92064

SEE AMERICA BY TROLLEY PHOTOS, OLD & NEW. All states, some as low as dime a photo. Write—Ted Taetsch, 14218 Garfield Avenue, Lakewood, Ohio 44107

THE BALDWIN SERIES, the last Portfolio of five signed etchings entitled: "The Iron Horse In The Making". Available only from Otto Kuhler for $1,800—KZ Ranch Collection, 625 Camino Rancheros, Sante Fe, N.M. 87501

LANTERNS, KEYS, LOCKS, badges, china, silver, manuals, timetables, and more railroadiana. LSSE (2 stamps) gets you our second big list—Lackawanna Limited, Dept. N, Box 4244, Rochester, N.Y. 14611

WILL BUY, TRADE OR SELL any railroad menues. Will buy or trade for anything F.E.C. or Florida—Jonathan Nelson, History Dept., University of Florida, Gainesville, Fla. 32611

RAILROAD BOOKS, BRASS "HO" MODELS, 20% off, B/O power, $13.85, C/O power $13.85, PRR power $18.25, old RAILROAD magazines. SSE for list—Eberle, Box 212, Southampton, Penn. 18966

X4449 THROUGH CALIFORNIA. This set of 26-35mm 2X2 mounted color slides features some of the most spectacular day and night photographs ever taken of this train. (See centerspread in July *Trains* Magazine.) Satisfaction guaranteed. Price, $12.95 per set postpaid in U.S. Calif. residents add 6% sales tax—Tom Gildersleeve, 23553 Heather Knolls Pl., Newhall, CA. 91321 ●

Coming Events

(No charge for listing here)

Sept.-Oct. 13: Wed.-Sun. round trips behind Royal Hudson 2860 from B.C. Ry. station, North Vancouver, to Squamish, B.C. Make reservations from B.C. Passenger Depot, 1311 West 1st, North Vancouver, B.C. V7P 1A7, Canada.

Sept.-Nov. 7: Cuyahoga Valley Preservation and Scenic Ry. Assn., Sat.-Sun. 6-hour round trip behind ex-GTW Mike 4070 from Cleveland Zoo entrance to Jonathan Hale Farm and Village, Bath, Ohio. Write Cuyahoga Valley Line, Park Centre, 1250 Superior Ave., Cleveland, Ohio 44114.

Sept.-Oct.: Wilmington & Western R.R., Sat. & Sun., lv. Greenbank station near intersection Rtes. 2 and 41 southeast of Wilmington, Dela. at 1, 2:15, 3:30 p.m.

Sept. 17-19: Mid-Rail '76 hosted by Kansas City Chapt. NRHS and Smoky Hill Ry. & Hist. Society, Kansas City, Mo. Hqrs. at Rodeway Inn, North Kansas City. National Limited trip, meal in diner, visit Kansas City Ry. Museum, SF Argentine yard, banquet, speaker, rail films. Contact Jack Morgan, Mid-Rail '76, 4944 Chouteau Dr., Kansas City, Mo. 64119.

Sept. 18: Railfan's Day at Valley R.R. rescheduled from June 19, variety of steam, diesel trains, newly-restored ex-New Haven parlor car. Also flea market, riverboat ride, film and talk program on New Haven R.R., dinner. Write Valley R.R., Railroad Ave., Essex, Conn. 06426, or call 203 767-0104.

Sept. 18: 2nd annual dinner on the diner in ex-Frisco *Meteor*, tour of Northwestern Okla. R.R. and Saundra Shops. Chartered bus from Wichita Amtrak depot 7 a.m., returns about 7:30 p.m. Fare $17 incl. lunch, train and bus fare. SSE to Art Gibson, Wichita Chapt. NRHS, 825 Spaulding, Wichita, Kan. 67203.

Sept. 18: Third annual Railfan's Day, Conway Scenic RR, North Conway, N.H., begins 10 a.m. Photo run-bys with steam doubleheader, steam/diesel tripleheader. Freight, pass, mixed trains, railroadiana displays. Swap, sell tables available by reservation. Contact Dwight Smith, P.O. Box 434, Conway, N.H. 03818, or call 603 356-5251. (See *Interesting Railfan* article in this issue.)

Sept. 18, 25, Oct. 2, 9, 16: Rail excur. to Stratford (Ont.) Shakespeare Festival Players via CNR. Lv. Windsor, Ont., depot, all dates, 8 a.m., return 9:05 p.m. $32 covers fare, theatre, luncheon. Query Michigan RR. Club, P.O. Box 526, Pontiac, Mich. 48056.

Sept. 18, 19, 25, 26, Oct. 2, 3, 9, 10, 11: Autumn Glory excur, on Central Div., Wolfeboro RR. Lv. Concord, 8:30 a.m. via The Weirs, to Lincoln, N.H.; return 5:30 p.m. Adults $15, kids $7.50, paid in advance, refundable only if train doesn't run. Tickets mailed. Diesel-powered 140-capacity train. Bring your lunch; no liquor or pets. SSE to Wolfeboro RR., Inc., RFD 2, Fernald Station, Wolfeboro, N.H. 03894.

Sept. 18-Oct. 3: "Land Between the Waters" 40th anniv. trip Pacific RR. Society, excur. to Great Lakes country. Lv., return Los Angeles, via Amtrak. Pacific RR. Society, P.O. Box 8726, San Marino, Calif. 91108.

Sept. 19: 5th annual extravaganza, National Capitol Trolley Museum, north of Wheaton, Md. Contact Robt. Flock, 1909 Forest Dale Dr., Silver Spring, Md. 20903.

Sept. 21-24: Town Meeting discussion of national transp. policy, ConRail, NE rail situation, and intercity pass. service, at 54th annual conference of Assn. of Railroad Editors, Copley Plaza Hotel, Boston, Mass. Query W.W. Thompson, 413 American Railroad Bldg., Washington, D.C. 20036.

Sept. 19: 8th annual Rockville Society of Model Engrs. auction and white elephant sale, all scales, railroadiana, traction, hobby tools, at Sheraton-Silver Spring. Registration 50¢. Write Nelson Garber, 1401 Oakview Dr., Silver Spring, Md. 20903.

Sept. 24-26: 3-day trip to Canadian Soo, Algoma Central to Agawa Canyon; parking and meals incl. $110, limit 38. Details from Mich. RR Club, % Marge Geandomenica, 11311 Fielding Ave., Detroit, Mich. 48224.

Sept. 25: annual Fall foliage bus-steam train trip by N.Y. chapt. R&LHS. Chartered bus to Strasburg RR. and Pa. Railroad Museum, famed Amish country dinner. Lv., return NY Port Authority Bus Terminal. Query David J. McCoy, trip chairman, RD3, Box 227, Jackson St., Fishkill, N.Y. 12524.

Sept. 25: Fall foliage trip, Chama to Antonito on C&TS. Details from Tom Daniels, Colorado Midland Chapt. NRHS, P.O. Box 824, Colorado Springs, Colo. 80901, or Kenton Forrest, Intermountain Chapt. NRHS, P.O. Box 5181, Terminal Annex, Denver, Colo. 80217.

Sept. 25: Hartwell RR., Hartwell to Bowersville, Ga., round trip, lv. 10:30 a.m. Adults $5, kids $2, box lunch $2, sponsored by Augusta Chapt. NRHS. Contact Hartwell Trip, P.O. Box 5793, Augusta, Ga. 20906, (SSAE).

Sept. 25-26: Both days behind Southern 4501, Jacksonville to Valdosta round trip thru Okeefenokee National Forest, sponsored by Jacksonville Chapt. NRHS and Fla. Dist. NRHS. Adults $18, kids $15. Query Jacksonville Chapt. NRHS, P.O. Box 8961, Jacksonville, Fla. 32211.

Sept. 25-26: Clinchfield steam overnight trip Elkhorn, Ky., to Spartanburg, S.C., return Sunday. Package deal incl. motel, meals. Write Carl Adkins, Blue Grass RR. Club, 1821 Gettysburg Rd., Lexington, Ky. 40504.

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RECORD of the MONTH

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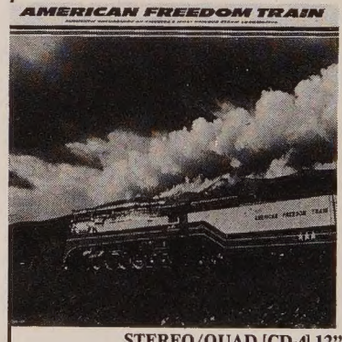

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Sept. 26: early Fall meet, operating models, sales tables, Holiday Inn, Menands, N.Y., 12 noon-5p.m. Adults admission $1, kids 25¢; refreshments sold. Upstate Train Associates, %T. Rusinski, 139 Russel Rd., Albany, N.Y. 12203.

Sept. 27-Oct. 3: Southern Calif. Chapt. R&LHS annual display of historical locos and equip., incl. recent return of ex-SP 5021, LA County Fair Grounds, Pomona, Calif. Details from W.S. Smith, 1020 N. Sierra Bonita Ave., Los Angeles, Calif.

Sept. 26: Capital City Train Meet, Capitol Motel & Restaurant, Harrisburg, Pa., tables reserved in advance, test track available for use. SSE to The Cabin Car. 702 Hastings Dr., Harrisburg, Pa.

Oct. 1, 2, 3: Niagara Frontier Region model convention, Sudbury, Ont. Canada. Query Richard A. Kendall, 41 Grayton, Tonawanda, N.Y. 14150.

Oct. 2: 470 Railroad Club, RRE, Gorham Gallivant, Portland, Me., to Gorham, N.H., round trip. Mid-day family-styled meal for first 300 reservations. Open-door bag. car, air-cond. CN coaches pulled by GT/CV 1776 Bicentennial locos, photo run-bys. Lv. Portland 8 a.m., return about 6:30 p.m. Adults $22, kids (5-12) $16. Lunch adults $3.50, kids $2. Tickets from H.O. Preble, The 470 RR. Club, P.O. Box 373, Brunswick, Me. 04011.

Oct. 3: 16th annual 470 RR Club Fall foliage tri-state trip, Portland to Island Pond, Vt., 300 miles over GT, open-door bag. snack-bar car, air-cond. coaches pulled by CV/GT 1776, photo run-bys. Lv. India St., Portland, 8 p.m., return 7 a.m. Adults $28, kids $19. Tickets from Ron Johnson (this month's *Interesting Railfan*), P.O. Box 2468, South Portland, Me. 04106.

Oct. 2: Clinchfield, steam, Erwin to Marion, N.C., round trip. Write Erwin Civitan Club, P.O. Box 370, Erwin, Tenn. 37650.

Oct. 2: Fall foliage trip on D&H, Colonie Yard (near Albany) to North Creek, N.Y., round trip behind either Bicentennial units or Baldwin Sharks, capacity limited. Fare $19. SSE to Mohawk & Hudson Chapt. NRHS, P.O. Box 523, Schenectady, N.Y. 12301.

Oct. 3: Clinchfield steam, Marion to Erwin, round trip. Contact Exchange Club, %Dave Hinson, 309 Circleview, Shelby, N.C. 28150.

Oct. 8-11: Oregon Caper special, Los Angeles to Klamath Falls, Ore., via SP coast route to Oakland, then Altamont Pass and Marysville freight-only lines. Mt. Shasta area by daylight. McCloud River RR trip behind new SD-38-2. Lv. LA, Fri. 7:40 p.m., return Mon. 6:30 p.m. Fares start $198. Contact Pacific RR Society, P.O. Box 2274, San Juan Capistrano, Calif. 92675.

Oct. 9 & 10: Autumn leaves steam, Spartanburg to Erwin, round trip. Transportaion Dept., Clinchfield Railroad, Erwin, Tenn. 37650.

Oct. 9: Open house, swap meet. Steam, electric operation 11 a.m.-5 p.m.; many cars not usually used will be on line. Exhibit space at outdoor swap meet avaiable. Admission free. Query James Walker, Jr., pres., Orange Empire Ry. Museum, Box 548, Perris, Calif. 92370.

Oct. 10: Niagara Falls-Paris Jct. circle trip behind CN 6060, Buffalo Chapt. NRHS. Contact Albert D. Kerr, president, 111 Coronation Dr., Buffalo, N.Y. 14226.

Oct. 10: Starved Rock-Burgoo Rock Island special. Contact Blackhawk Chapt. NRHS, P.O. Box 455, Aurora, Ill. 60507.

Oct. 10-11: N.Y. State Express trip, Boston to Saratoga Springs, N.Y., via Hoosac Tunnel. Mystic Valley Ry. Society, P.O. Box 32, Mattapan, Mass. 02126.

Oct. 15-16: 11th annual convention NKP Hist. Tech. Society, Sandusky, Ohio. Info from T.G.J. Gascoigne, Box 656, Oshawa, Ont., L14 7L9, Canada.

Oct. 16-17; Dec. 4-5: scenic package tour Denver to Glenwood Springs, Colo., via *Rio Grande Zephyr*. Query Kenton Forrest or Tom Daniels. (See Sept. 25 trip.)

Oct. 16 & 17: Fall leaf excursion, both days behind steamer 630. Contact Atlanta Chapter of NRHS, P.O. Box 13132, Atlanta, Ga. 30324.

Oct. 16: Clinchfield steam, Marion to Erwin, round trip. Write Carl Loftin, Asheville Civitan Club, P.O. Box 7146, Asheville, N.C.

Oct. 17: Clinchfield steam, Marion to Erwin, round trip. Contact Geo. B. Morgan, Marion Civitan Club, P.O. Box 1068, Marion, N.C. 28752.

Oct. 23 & 24: Oct. 30 & 31: Autumn leaf special behind Sou. 4501. All four trips lv. Chattanooga, 8 a.m. for Crossville, Tenn., return 8 p.m., mountain railroading, air-con. coaches, open obs. cars, dining and commissary cars, photo stop. Adults $18.95, kids (5-12) $14.95. Details from Tenn. Valley Railroad Museum, Dept. FL, Box 5263, Chattanooga, Tenn. 37406.

Oct. 23: Clinchfield Railroad steam, Spartanburg to Erwin, round trip. Query Spartanburg Breakfast Optimist Club, %Blanton Insurers, P.O. Box 8036, Spartanburg, S.C. 29303.

Oct. 24: Clinchfield Railroad steam, Spartanburg to Erwin, round trip. Contact Mr. Marion Boyette, %North Brothers Inc., P.O. Box 1451, Spartanburg, S.C. 29301.

Oct. 30-31: 3rd annual Railfan's weekend at Steamtown with ex-CP locos 1246, 1278, 1293 pulling tripleheaders, mixed frt. and passenger runs, night photography, shop tour, photo run-bys, six locos under steam. Details from Steamtown Foundation, P.O. Box 71, Dept. R-1, Bellows Falls, Vt. 05101, or call 802 463-3937.

Oct. 30: Clinchfield steam, Marion to Erwin, round trip. Contact Morgantown Jaycees, Rte. 10, 103 Crestview Lane, Morganton, N.C. 28655.

Oct. 31: Clinchfield steam, Spartanburg to Erwin, round trip. Write Piedmont Carolina Chapt. NRHS, %Bentley Photo Center, Park Road Shopping Center, Charlotte, N.C.

Oct. 31-Nov. 23: Australian steam railfan trip. Lv. Vancouver, B.C., visiting N.S.W. Rail Museum, Australian Ry. Hist. Society, Geelong Steam Preservation Museum, Pichi Richi Ry., Puffing Billy Slim-gage railway, ride Australian train *Indian Pacific* $1,653 double occupancy. Info from Skyline Travel Service, 563 Granville St., Vancouver, B.C., Canada.

Nov. 6: Excur. over old U&D tracks out of Kingston to Oneonta, N.Y. Query Ontario & Western Chapt. NRHS, P.O. Box 713, Middletown, N.Y. 10940.

Nov. 6-7: 4th annual carnival of model railroading. Sa.t, 10 a.m.-6 p.m., Sun., 10 a.m.-5 p.m., Hospitality Inn, South I-77 and Rockside Rd., Cleveland (Independence), Ohio; flea market, operating modular layouts, displays, modelbuilding clinics, etc. Adults $1, kids 50¢. Contact Jeffrey R. Brashares, 9617 Fernwood Dr., Olmsted Falls, Ohio 44138.

Nov. 7: 6th annual Train Show of Upstate Train Associates, Shaughnessey Hall, Church St., Schenectady, N.Y., 12 noon-5 p.m. Traction cars, toy, scale, diesel, steam trains on exhibit. H.J. Ferguson, P.O. Box 194, Mayfield, N.Y. 12117.

Nov. 19-Dec. 1: Western rail trip and sea cruise from New Orleans to Caribbean tropic islands, return N.O. for trip back to calif., via Ft. Lauderdale and ride Gold Coast RR. Lv., return San Francisco via Amtrak for New Orleans. Write James Weinberger, tour director, R&LHS, 2539 Hopkins Ave., Redwood City, Calif. 94062 ●

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Pen Pals Wanted

Miss Laura Elorde Romagos (age 20), Caduauan, Tabogon, Cebu, Philippines 6401, college student, single.

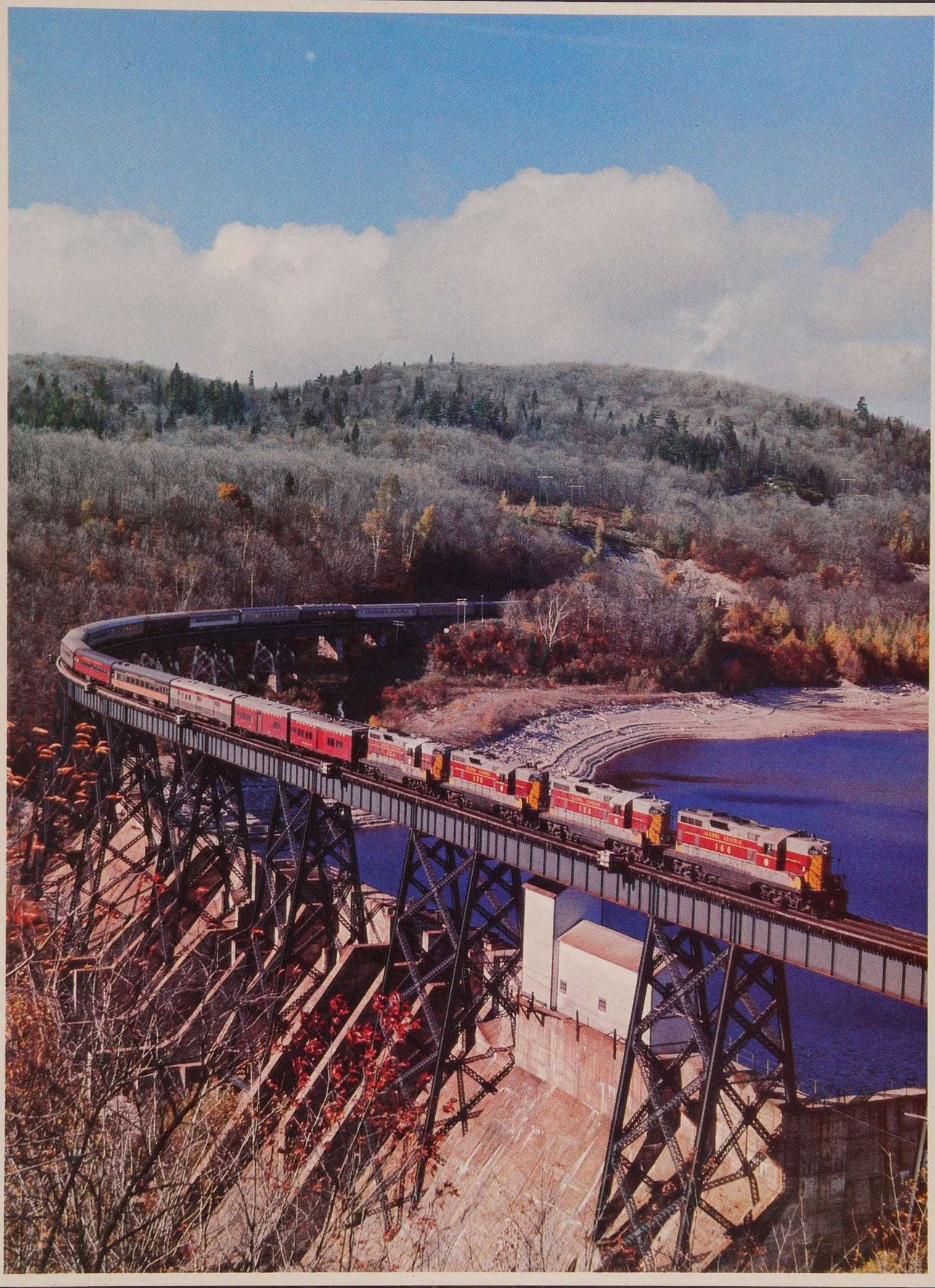
Ned Lewis (age 42), Box 1725, New York, N.Y. 10027, wants to hear from female rail buffs.

Miss Lucy Mahusay, 34-B, Don Pedro Gui St., Cebu City, Philippines 6401, single. *(Ed. note:* She didn't mention age, but photo shows young and pretty girl.)

Miss Leoni Laro (age 30), 206-D Jakosalem St., Cebu City, Philippines 6401, never married but wants to be.

John E. Hutton (age 31), P.O. Box 553, Gardiner, Maine 14345, interested in railroads, photography, auto racing.

Miss Maria del Socorro Rivera Martinez, Ave. Juarez 315 Sur., Monterrey, N.L., Mexico, wants copies of Railroad Magazine. ●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